

# Postal History Journal



NUMBER 160

FEBRUARY 2015



250th Anniversary of  
the Spanish Maritime Mail Service

•  
Native Mail Carriers in Early America

•  
Post Offices of the  
Livingstone Valley, Alberta, Canada

# Postal History Journal

Published by the Postal History Society

APS Affiliate No. 44

issued February, June, October.

Annual dues \$35 U.S., \$40 Canada & Mexico

\$50 rest of world (or \$35 if electronic journal)

P.O. Box 482, East Schodack NY 12063, U.S.A.

www.postalhistorysociety.org



For this journal, the editors have been awarded the American Philatelic Congress Diane D. Boehret Award 2014 & 2004; gold medal & Prix d'Honneur, Canada's 7th National Philatelic Literature Exhibition 2005; Grand Award Colopex 2005; gold medals Napex 2009, Colopex 2007, APS Stampshow 2009, Chicagopex 2014.

---

**NUMBER 160**

**ISSN 0032-5341**

**FEBRUARY 2015**

**Editors:** Diane DeBlois & Robert Dalton Harris, P.O. Box 477, West Sand Lake NY 12196,  
U.S.A. <agatherin@yahoo.com>

**Editorial Board:**

**U.S. Associate Editor:** Douglas N. Clark, P.O. Box 427, Marstons Mills MA 02648, U.S.A.  
<dnc@math.uga.edu>

**Foreign Associate Editor:** Joseph J. Geraci, P.O. Box 4129, Merrifield VA 22116, U.S.A.  
<j.j.geraci@att.net>

Yamil H. Kouri; Roger P. Quinby; Harlan F. Stone; Stephen S. Washburne.

**Advertising Manager:** Yamil H. Kouri, 405 Waltham St., #347, Lexington MA 02421, U.S.A.  
<yhkouri@massmed.org>

**CONTENTS** © Copyright Postal History Society 2015

**RESEARCH FEATURES**

The 250<sup>th</sup> ANNIVERSARY of the SPANISH MARITIME MAIL SERVICE

by Yamil H. Kouri, Jr. .... 2

NATIVE MAIL CARRIERS in EARLY AMERICA

by Marshall Joseph Becker ..... 16

POST OFFICES & DEPOPULATION: A Case Study of the Livingstone Valley, Alberta, Canada

by Dale Speirs ..... 28

COVER ILLUSTRATION ..... 15

**REVIEWS & COMMENTARY**

AMERICAN POSTAL HISTORY in OTHER JOURNALS by Douglas N. Clark ..... 35

FOREIGN POSTAL HISTORY in OTHER JOURNALS by Joseph J. Geraci ..... 47

**SOCIETY FORUM**

PRESIDENT'S MESSAGE, Joseph J. Geraci ..... 58

POSTAL HISTORY SOCIETY OFFICERS and BOARD of DIRECTORS ..... 57

MEMBERSHIP CHANGES by George McGowan ..... 60

MY BEGINNINGS with Postal History by John Scott ..... 59

DISCOVERING the GROSS GALLERY by Gary Loew ..... 62

AWARDS by Alan Barasch ..... 61

**This publication is supported by a bequest of Jesse and Diane Boehret**

# The 250<sup>th</sup> Anniversary of the Spanish Maritime Mail Service

by Yamil H. Kouri, Jr.

The Spanish had an organized system for handling mail to and from the American Continent as early as 1503. In 1514 a new institution was specifically established to provide mail service with the Americas, the *Correo Mayor de Yndias*. But it wasn't until 250 years ago, on October 1764, that a radical step was taken to dramatically improve communications with the New World and other overseas territories, with the creation of the Maritime Mail Service (*Correos Marítimos del Estado*). This state-run enterprise provided the first regularly scheduled reliable sailings between Spain and several ports in the Spanish Americas. This brief article gives an overview of the Spanish Maritime Mail Service and its impact on the postal history of the American Continent. A few representative examples of the mail and postal markings of this period are illustrated.

## Background

During the first ten years or so following the discovery of the New World, letters to and from the early explorers, conquistadors, government officers, clerics and settlers were simply hand carried on the first available vessel. There was no organized system for the handling of this type of mail until the creation of the *Casa de Contratación* (House of Trade) in 1503, located in Seville. This institution provided the first structure, albeit simple, for the collection of transatlantic mail. Letters to and from the New World were kept in a locked chest until they were put on board a ship, if they were outbound, or handed over to the local postmaster for their delivery, if they were incoming. In 1509 a royal order was issued regarding the inviolability of correspondence that established severe penalties for those who tampered with the mail. A year later it was required that records be kept of all transatlantic letters, westbound and eastbound, in a register kept under lock at the *Casa de Contratación*. In 1513, those handling these letters were instructed to mark them with a hand struck device.

The *Casa de Contratación* was mostly concerned with trade with the Americas, or *Yndias*, the term most commonly used in the Spanish world. The collection, sorting and distribution of mail were not its priorities. In an attempt to establish a better system for the handling of transatlantic correspondence, and the desire to improve mail service, King Fernando I signed a royal order on May 14, 1514 granting Lorenzo Galíndez de Carvajal the title of *Correo Mayor de Yndias* (Postmaster General of the Americas). This generous concession, hereditary in perpetuity, included all the Spanish territories in the New World so far discovered plus those yet to be discovered. This grant gave an absolute mail monopoly to Galíndez de Carvajal and his successors. His title could also be transferred to any relative or sold to other individuals.<sup>1</sup>

Throughout the more than 250 years that the office of the *Correo Mayor de Yndias* lasted, it was inherited, leased, transferred, divided, and sold several times. In 1562 it was split in two parts, one operating in Spain and another one in the Americas. The latter was based in Lima, Peru, and remained in the Carvajal family for six generations. The Spanish part of the *Correo Mayor de Yndias* was sold to the Tassis family in 1633, which ran this service until 1706 when the first Spanish Bourbon king, Felipe V, abrogated it,

consolidating the maritime and ground mail service into a single state-run entity. The legal ruling for this takeover was that when the Carvajal family sold the title, the Royal concession lost its perpetuity provision.

There is plenty of evidence that the owners or operators of the office of the *Correo Mayor de Yndias* were more interested in profits than in providing adequate mail service. The situation was more critical in the Americas where distances between population centers were far greater than in the Peninsula. To address this problem, the viceroys of Peru and Nueva España decided to appoint independent postmasters with the authority to organize and run the postal service in the lands under their control. These new regional postmasters were also called *Correos Mayores*. They first operated in Peru (1557) and Mexico (1580), and subsequently in Guatemala (1602) and much later Cuba (1765).<sup>2</sup> The Carvajal family saw this as a violation of its postal monopoly and brought a lawsuit against the *Correos Mayores*. The protracted legal dispute was eventually decided in favor of the regional *Correos Mayores*, but the Carvajal family was able to keep the position of *Correo Mayor* of Peru.

The local *Correos Mayores* operated autonomously within their regions until the mid to late-1760s, establishing their own routes, rates, special services and postmarks.<sup>3</sup>

### **The End of the *Correo Mayor* System**

Soon after Spain's embarrassing defeat in the Seven Year War (1756-1763), the Spanish Crown implemented a number of major administrative reforms. Evidently, the state realized two things: how essential it was to have frequent and reliable communications, and that the mail system was simply too important to its interests for it to continue to operate in a fractionated fashion in the hands of private individuals. On October 22, 1763 King Carlos III instructed José Gálvez, Marquis de Grimaldi, Minister of Government and of the Indies, to look into updating the postal service. The latter immediately created the "Junta for the Incorporation of the Offices of *Correo Mayor* in the Indies" to study the establishment of a unified mail system throughout the empire. Grimaldi made the decision to consolidate all the mail service into a state-run entity, the Royal Mail *Renta*. Between 1766 and 1769 the four offices of the regional *Correos Mayores* in the New World were gradually abolished and their operation was incorporated into the Crown's centralized postal system. Their closure sequence was: Nueva España, July 1, 1766; Guatemala, February 27, 1767; Peru, July 1, 1769; and Cuba, December 10, 1769. The deposed *Correos Mayores* received compensation for the loss of their offices.

### **The *Correos Marítimos del Estado***

The creation of the Maritime Mail Service (*Correos Marítimos del Estado*), under the jurisdiction of a centralized mail system in Madrid (the Royal Mail *Renta*), was the Spanish Crown's strategy for improving communications with its vast territories in the Americas. The colonies were critical to the Spanish Empire's economy, being the source of enormous mineral and agricultural wealth. In the second half of the 18<sup>th</sup> century the American Continent was the stage of a series of military conflicts that threatened the balance of power between the three principal European empires: Spain, Great Britain and France. At the time of the establishment of the Maritime Mail Service, in 1764, the British had just acquired Florida, whose western boundaries extended to the lower Mississippi River Valley; the Spanish had recently accepted to take over the vast Louisiana Territory, a buffer zone between the Anglophone lands to the east and the wealthy Nueva España to



Figure 1: The first, provisional, maritime mail service regulations, 1764.

The initial routes consisted of monthly sailings between La Coruña and Havana, with branch lines to other ports in the American Mediterranean. In 1767 another line was established from La Coruña with sailings every two months to Buenos Aires. The Maritime Mail Service regulations of 1764 were initially adopted in a provisional fashion only. It wasn't until 1777 that they were made permanent, with a few minor modifications. A Spanish stamp showing the main Maritime Mail Service routes, issued in 1977 to commemorate this event's bicentennial, appears in figure 2.

Figure 2: Spanish stamp, 1977.



### The First Postal Rates

To help defray the cost of this service, new postal rates were established for both transatlantic and inter-colonial correspondence. Between March 1723 and October 1764 Spanish transatlantic mail had been free. The first maritime mail service postal rates are summarized in Table 1.<sup>4</sup> The currency in use in Spain was different than in the Americas. Spain used the *real de vellón* for its postal accounts while the Spanish territories in the New World employed the *real de plata fuerte* (hard or strong silver), simply referred to in postal matters as *real de plata*. The latter was worth approximately two times as much as the former. The Spanish *onza* (ounce) weighed approximately 28.75 grams.

### The First Postal Markings

In order to assess the proper postal rates, it was necessary to determine the origin of each letter. Therefore, three different types of maritime mail markings were made with the legends ESPAÑA, YNDIAS and YSLAS, shown in figure 3. These handstamps, cast in bronze with wooden handles, were manufactured in Madrid in October 1764 and sent to the

the southwest; while the French retained possession of the westernmost third of Hispaniola, a strategic enclave in the Caribbean.

The establishment of the Maritime Mail Service was a major undertaking, demonstrating how seriously the Spanish Crown viewed this enterprise. Every aspect of this operation was painstakingly accounted for, from the construction of *paquebotes* (sailing mail packets) in El Ferrol, to the imposition of postal rates, the manufacturing of postmarks and the selection of uniforms, to name a few items. Interestingly, the choice of the home port for the Maritime Mail Service fleet was La Coruña, in northwestern Spain, instead of Cadiz, in the south, the preeminent Spanish commercial port. In La Coruña alone, the Maritime Mail Service employed over 1,000 individuals. A copy of the front page of the first Maritime Mail Service regulations is shown in figure 1.



Principal Administrator of Maritime Mail in La Coruña, Antonio Lopez. Lopez received a set of three markings for his own use plus ten additional sets to be sent to the principal ports in the Americas. By the end of October these postmarks were shipped to Puerto Rico and Havana to be used locally and to be distributed to other important post offices.<sup>5</sup>

Table 1 – Maritime Postal Rates of 1764

weight in quarter <i>onzas</i> :	Single	Double	Triple	<i>Onza</i>
From Spain to the Americas and Philippine Islands (silver) - <i>except for the islands below</i>	3	5	7	10
From Spain to Puerto Rico (silver) <i>since May 23, 1766 also: Santo Domingo, Trinidad and Margarita</i>	2	4	6	8
From the Americas and Philippine Islands to Spain ( <i>vellón</i> )	4	9	12	16
Within YSLAS and between YSLAS and YNDIAS (silver)	1/2	1	1 1/2	2
Between the YNDIAS (silver)	1	2	3	4

The eastbound rates were in effect until 1779, and the westbound rates were valid until 1807.

The regulations stipulated that the ESPAÑA marking had to be applied in Spain to outgoing transatlantic letters. In case any letter was received in the American Continent without this handstamp, it was then supposed to be applied at the post office of the port of arrival.<sup>6</sup> In practice, this postmark was used very consistently, at least during the 18<sup>th</sup> century. Most of the westbound maritime correspondence from or in transit through Spain received this marking at either La Coruña or Cadiz. This postmark was also used with some frequency on mail to the Canary Islands, a Spanish archipelago off the southwest coast of Morocco. In fact, the earliest known examples of this postmark, used in late-1764, are on covers addressed to the Canaries.

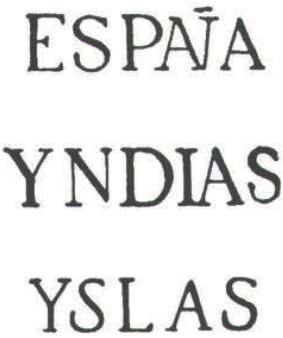


Figure 3: 1764. The maritime mail postmarks.

Figure 4 shows the earliest recorded transatlantic cover with one of the maritime mail markings. It was sent from Cadiz on February 25, 1765 to Lima via La Coruña, where the ESPAÑA marking was applied in transit. This cover was not carried by a Royal Maritime Mail Service paquebot. It was endorsed by the *Matamoros*, a merchant vessel or *registro*. It shows how the new rates and markings applied to all maritime correspondence, regardless of the means of conveyance. The sender wrote this interesting comment “... you shall forgive me for not leaving a margin on this letter because of the new tax that the king has imposed on the letters to the Americas, and I hope that you will do the same whenever you write to me to avoid contributing to this cruel establishment ...” After enjoying more than 40 years of free Spanish transatlantic mail, some people were unhappy for having to pay for this service. The lack of rate markings indicates it was an unpaid single-weight letter, which in this case was three silver reales.



Figure 4: 1765. Cadiz to Lima via La Coruña. Earliest known example of the ESPAÑA marking on transatlantic

The cover in figure 5 was sent from Cadiz to Buenos Aires on September 25, 1767. It is the earliest example of an ESPAÑA marking applied in Cadiz on transatlantic correspondence. It is unusual because it also has the matching town marking ANDALUCIA / ALTA, and rate marking 3 DE PLATA, both from Cadiz. Some of the early rate markings used in Cadiz specified the type of currency, silver reales, since the postage had to be paid by the addressees in the Americas. The letter was addressed to Manuel Basavilbaso, who would become the postmaster of the River Plate region on February 19, 1772, a position he held until his death on June 9, 1794. His father, Domingo Basavilbaso, became the first postmaster of that region in April 1768, shortly after the abolition of the regional *Correo Mayor*. This is also the earliest known letter with postal markings addressed to present-day Argentina.

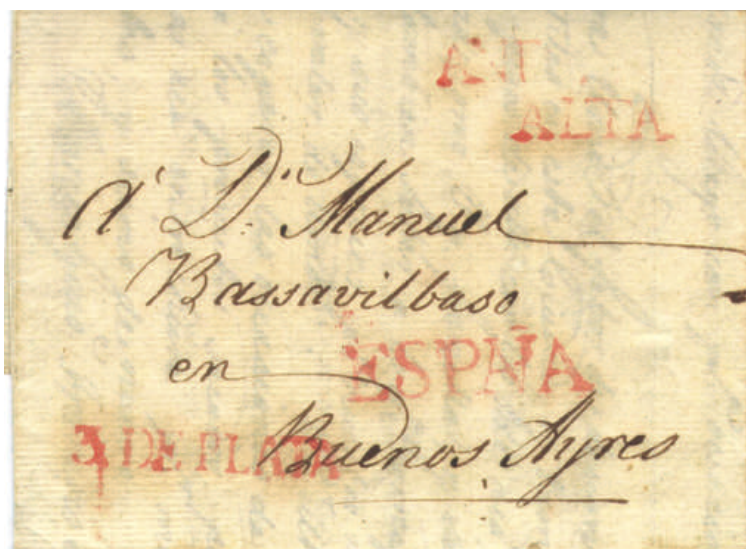


Figure 5: 1767. Cadiz to Buenos Aires. Earliest recorded cover with a postmark to Argentina.

A total of fourteen different ESPAÑA markings have been recorded. In addition to the eleven original stamping devices made in Spain, of which only seven have been positively matched to a particular city, seven other locally manufactured postmarks are known used in Latin American cities.

The YNDIAS handstamp was supposed to be applied in the Americas to transatlantic letters, or in Spain to mail from the New World not properly identified. However, in addition to the eastbound transatlantic usage, throughout the Americas the YNDIAS marking was used irregularly, perhaps a result of different interpretations of postal regulations by local postmasters. In practice this handstamp was also inconsistently applied to incoming, outgoing, and transit mail within the mainland American Continent, within the West Indies, and between them. Therefore, it can sometimes be very difficult to determine where a given YNDIAS marking was applied. At least sixteen different devices with this legend have been recorded. A comprehensive work on these markings is currently in preparation.

The earliest recorded example of an YNDIAS handstamp appears in figure 6. It was sent on January 1766 from Caracas to Orotava, Canary Islands. We believe this YNDIAS marking, applied in writing ink, was used either in Caracas or in Cartagena de Indias, now Colombia. The rate of one real, handwritten on the flap, likely represents the fee for a single letter from Spain to the Canary Islands. It appears that the transatlantic fee was not charged, a common finding during this period.



Figure 7: 1770. Veracruz to Deva, Spain, via La Coruña.

Figure 6: 1766. Caracas to Orotava, Canary Islands, via Spain. Earliest known YNDIAS marking.

The figure 7 cover was sent on January 8, 1770 from Veracruz to Deva, in northern Spain. It was charged 4 *reales de vellón*, the single fee, and received a black YNDIAS marking, probably applied in La Coruña. This was the most common use of the YNDIAS marking.

The next cover (figure 8) shows an example of inter-colonial usage of the YNDIAS marking on a letter sent on October 19, 1781 from Veracruz to Maracaibo, now Venezuela. It was carried on board the sloop *Nuestra Señora de los Remedios*, operated by Pedro





Figure 8: 1781. Veracruz to Maracaibo (Venezuela).

mail from the Spanish Caribbean to the mainland American Continent, for which there were different postage rates. Instead, for the vast majority of this type of correspondence the YNDIAS marking was applied. All recorded examples of this marking appear to have been applied in Cartagena de Indias, now Colombia.

Figure 9 shows the earliest reported cover with an YSLAS marking. This cover was written in Curaçao, Dutch West Indies, on January 8, 1773. It was carried privately to Cartagena de Indias, where it entered the Spanish mail system. It was carried to Orotava, Canary Islands, by way of Spain. It was charged one real, the single rate from Spain to the Canary Islands.

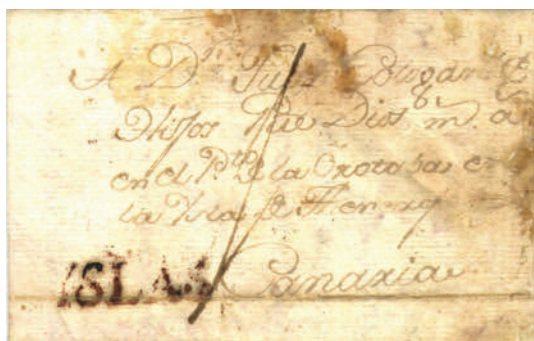


Figure 9: 1771. Curaçao, Dutch West Indies, to Orotava, Canary Islands, via Cartagena de Indias and Spain. Earliest known YSLAS marking.

### The Postal Reform of 1779

On September 1779 the postal system of the entire Spanish Empire underwent a major restructuring. The Peninsula was divided into 26 postal regions, up from the previous 16. The New World, including the Philippine Islands, was regrouped into nine new postal demarcations or “sellos” (handstamps). For the purpose of postal rates the American Continent was no longer treated as a single entity “Yndias,” but as separate postal regions. Each postal region had jurisdiction over a number of post offices or “caxas.” The new postal demarcations were, in alphabetical order (with the number of “caxas” in parentheses):

- |                       |                              |                       |
|-----------------------|------------------------------|-----------------------|
| 1 - Buenos Aires (14) | 4 - Filipinas (1)            | 7 - Nueva España (34) |
| 2 - Caracas (4)       | 5 - Guatemala (19)           | 8 - Peru (30)         |
| 3 - Chile (3)         | 6 - Islas de Barlovento (19) | 9 - Santa Fe (15)     |

Miguel Aguiar. It has an unusual combination of maritime mail and town markings. The addressee was charged one silver real for a single letter between two places in the mainland.

The YSLAS is by far the rarest of the maritime mail markings, of which no more than five examples are known, including one usage after the colonial period.<sup>7</sup> It was meant to be used on

The Islas de Barlovento demarcation, or Windward Islands, not only included most of the Spanish West Indies but also Nueva Orleans (a Spanish possession from 1766 to 1803), and later the Florida cities of San Agustín and Panzacola (Spanish territories since 1783). The Santa Fe demarcation referred to Bogota, now Colombia, not its homonym in New Mexico.

Instead of the previous flat postage rates for mail from the Americas to Spain, this postal reform established new transatlantic postal rates that varied by region. These rates are summarized in Table 2. The weight units are expressed in *adarmes*. One Spanish *onza* was made up of sixteen *adarmes* (one *adarme* = 1.79 grams). Transatlantic postal rates from Spain to the New World, and the previous inter-American rates, remained unchanged until 1807. However, mail traveling for a significant distance from the port of entry in the Americas to its final destination was subjected to an inland surcharge known as *sobreporte* (discussed below).

**Table 2 – Eastbound Transatlantic Postal Rates of 1779 (in reales de vellón)**

weight in <i>adarmes</i> of under:	6	8	10	12	14	16	18
From Islas de Barlovento and Caracas	4	6	8	10	12	14	16
From Buenos Aires, Guatemala, Santa Fe, and Nueva España	6	9	12	15	18	21	24
From Peru, Chile and Philippine Islands	7	11	14	18	22	25	32

**Postal Demarcation Markings**

To identify the mail origin, and assess the proper postal rates, nine new types of handstamps were created, one for each postal demarcation. Several copies of each demarcation marking were sent directly from Madrid to the principal cities within each postal region. According to the instructions in the ordinance, these handstamps were supposed to have been applied at the place of origin to all outgoing maritime mail. The General Maritime Mail Administration in La Coruña, the home port of the Royal Mail Packets, also kept a copy of each of the nine devices to use on mail that was not properly marked at its place of origin. Therefore La Coruña was the only place in which all nine new demarcation markings were available.

Several cities in the newly designated regions created by the postal reform were already using handstamps with the same names as their demarcations, like Chile, Peru, and Buenos Aires. Some of them continued to use their previous postmarks on maritime mail addressed outside their territory, as well as on local and regional ground mail as they did before. The names of other new demarcations such as “Filipinas,” “Nueva España,” and “Islas de Barlovento,” however, did not include cities, and as soon as these newly created territorial or demarcation handstamps became available, they began to be used on outgoing mail, generally replacing the older town markings that had previously been used on this type of maritime correspondence. Three of the new “demarcation” markings, FILIPINAS, NUEVA ESPAÑA and ISLAS DE BARLOVENTO, were used exclusively on maritime mail. The latter two postmarks have traditionally been classified as “maritime mail markings” along with the three other such markings described previously (ESPAÑA, YNDIAS and YSLAS). Strictly speaking, though, these two new postmarks are not

maritime mail markings but “demarcation” handstamps.

Since at least the late 1770s, ship registers, documents issued by customs which included a detailed list of the vessels’ cargo, were shipped inside sealed mail crates together with the regular correspondence.<sup>8</sup> Perhaps this was done as an attempt to prevent the tampering of these documents. In October 1784 new regulations were issued that required their prepayment. These rare items received the same town, paid, maritime mail and demarcation postmarks as ordinary outgoing letters. Figure 10 shows the ship register of the paquebot *Nuestra Señora de la Merced* sent on May 1, 1779 from Havana to Cadiz. In addition to the postal demarcation marking it has the only reported example of the ornate oval HA / VA NA town marking, and the rubric of Havana postmaster Raymundo de Onís. This is one of the earliest recorded examples of the ISLAS DE BARLOVENTO marking, and the earliest known Spanish ship register. The latter postmarking device was in use in Havana until the mid-1850s.

The cover in figure 11 was sent on October 14, 1780 from Manila, Philippine Islands, to Rome. It was carried by a Spanish galleon from the Philippines to a port in the west coast of Nueva España, normally Acapulco. A system of galleons, the largest and richest merchant ships at the time, made regular five-to-eight-month voyages between Manila and Acapulco from 1565 to 1815.<sup>9</sup> The manuscript “Franca” (paid) “Panelo,” by the Manila Postmaster Juan Antonio Panelo, indicates it was sent prepaid all the way to Rome. The single-weight fee was eight reales de *vellón*, four to Spain plus four to Rome. Mail prepayment from the Spanish possessions to Rome was authorized in August 26, 1775.<sup>10</sup> The letter was carried across the continent via Mexico City and Veracruz. The oval “FRANCA VEGA” was put in transit through Mexico City by the local postmaster, Antonio Joaquín Fernández de la Vega. The earliest FRANCA or PAID markings in the Spanish possessions typically included the postmasters’ name and a rubric, the squiggle at the end of their signatures. The red NUEVA ESPAÑA was applied at Veracruz. It is the earliest recorded example of this type of postal demarcation marking.

The three original maritime mail postmarks continued to be used after the introduction of the postal demarcation markings. In fact, both types of markings were used in some cases until the late-1850s, and in San Juan, Puerto Rico, a type of ESPAÑA handstamp has been recorded in the mid-1870s.

Figure 10: 1779.  
Ship register sent  
from Havana to  
Cadiz. Earliest  
recorded Spanish  
ship register.



### The *Sobreporte*

Even before the postal reform of 1779, and as early as early as 1769, local post offices in Nueva España, Central and South America started charging a *sobreporte* (surcharge) for the transportation of correspondence inland from the port of arrival, in addition to the flat maritime fee. Rate tables have been compiled for the *sobreportes* applied in the viceroyalties of Rio de la Plata and Peru.<sup>11</sup> Sometimes there were postal rates published in the Americas that conflicted with those issued in Spain for the same type of correspondence. Unpaid mail to Spain was never subjected to this surcharge.

Figure 12 shows a letter sent on July 21, 1783 from Cadiz to Guatemala City in a sealed crate by way of Veracruz. The letter was endorsed per “*Aviso*,” a type of light-weight vessel chartered specifically to carry mail. *Avisos* were employed to carry transatlantic mail since at least 1525. It was a double letter weighing no more than 1/2 *onza* (8 *adarmes*) and was rated 5 silver reales postage due in Cadiz. The framed “5 Pta” (*plata* = silver), ESPAÑA, and CADIZ were all applied in Cadiz. In Veracruz it was re-rated 7 reales, five for the transatlantic crossing and two for the double-weight overland inland fee to Guatemala. The use of the oval VERACRUZ in transit is quite unusual.

The subject of *sobreporte* is complex, varied greatly from region to region, and is too extensive to be covered in great detail in this article.

### The Use of Town Markings

The treatment of maritime correspondence by postal employees in both the Peninsula and the Americas was often inconsistent. There is abundant maritime mail, both transatlantic and hemispheric, that circulated with town markings only. The most common town marking on maritime mail was, by far, that of Cadiz, the busiest Spanish port. It is found mainly on westbound mail, but occasionally on eastbound letters as well. Figure 13 shows a cover sent circa 1790 from Cadiz to Lima. Endorsed by the



Figure 11: 1780. Prepaid letter from Manila, Philippine Islands, to Rome via Nueva España and Spain. Earliest known NUEVA / ESPAÑA marking.



Figure 12: 1783. Cadiz to Guatemala City via Veracruz.





Figure 13: ca1790. Cadiz to Lima.



Figure 14: 1791. Leon, Nicaragua, to Bath, England, via Guatemala, Cuba, Spain and France.



Figure 15: 1784. Spanish New Orleans to Bordeaux, France, via Havana and La Coruña. Earliest cover with a postmark applied in a former Spanish territory in the present-day United States.

marking, applied in New Orleans, and an ISLAS DE BARLOVENTO handstamp, applied in transit in Havana. The use of the latter marking was superfluous. This is the earliest cover with a postmark applied in one of the former Spanish possessions that now form part of the United States.<sup>12</sup> In Bordeaux the letter was rated sixteen sous.

frigate *Levante*, it has the framed “3Pta,” indicating the single rate of three silver reales due from the addressee.

### Postmark Combinations

The combination of town and demarcation markings is scarce. The cover in figure 14 was sent on June 23, 1791 from Leon, Nicaragua, to Bath, England, via Guatemala City, Havana, La Coruña, Bordeaux (France) and London. It was first rated 16 sous in France, the overland fee from northern Spain to Bordeaux. This was crossed out and re-rated one shilling eleven pence, a fee made up of one shilling six pence, the rate from France to England, plus five pence for the ground portion from London to Bath. During this period none of the covers from the Spanish Americas to France, or beyond, show rates that appear to account for the transatlantic portion of their trip. This cover has the town postmarks of Leon and Guatemala City. The latter, of which several slightly different styles are known, also doubled as a demarcation marking.

The rarest combination of postmarks consists of maritime mail and demarcation markings. Only a handful of these combinations have been recorded. Figure 15 shows a cover sent on November 2, 1784 from New Orleans, a Spanish territory from 1766 until 1803, to Bordeaux, France, via Havana and La Coruña. It has an YNDIAS

The cover in figure 16 was sent on August 25, 1802 from San Juan, Puerto Rico, where the ISLAS DE BARLOVENTO was applied, to Orotava, Tenerife, Canary Islands. It received the ESPAÑA postmark in transit through La Coruña. It was charged one real postage due.

Figure 16: 1802. San Juan, Puerto Rico, to Tenerife, Canary Islands, via La Coruña.



### The Crisis of the Maritime Mail Service

In the last two decades of the 18<sup>th</sup> century Spain was involved in a series of military conflicts that disrupted transatlantic communications with its colonies. In 1779 Spain joined the United States of America in its war of independence against Great Britain, a conflict that ended in 1783. British warships, the dominant naval power in the world, inflicted considerable damage on Spanish shipping. The sailing schedule of Spanish Royal Mail Packets was severely affected and many of them were lost. This started the decline of the Royal Maritime Mail Service institution.

The decade of peace that followed allowed for a partial recovery of the paquebot fleet, but in 1793, following the French Revolution, Spain declared war on France, its former ally. This confrontation lasted until 1795, decimating the Royal Mail Packet fleet. Most of the transatlantic mail during this period was carried by merchant ships since paquebots were needed as military transports and support vessels.

In 1796 Spain and France signed a pact ending their conflict, but within months there was another devastating war against England. From 1797 to the first couple of years in the 19<sup>th</sup> century, the principal Spanish ports were frequently under naval blockade by the powerful British fleet, and there were only sporadic sailings by the few remaining Royal Mail Packets.

### The Spanish Royal Navy

By the end of the 18<sup>th</sup> century there were only a handful of Royal Maritime Mail paquebots left. The situation was so critical that on April 6, 1802 it was determined that the Royal Mail Packet Service was to be abolished and their remaining vessels and assets taken over by the Spanish Royal Navy. The Spanish Royal Navy immediately took over the responsibility of providing transatlantic mail service, for which it used its own vessels or chartered ships. There was a period of transition between 1802 and 1809 during which the Royal Maritime Mail Service's properties were transferred to the Royal Navy.

The cover in figure 17 was sent in 1812 from Havana to Veracruz on board the warship *Riquelme*. This vessel sailed with some regularity between Cadiz and Veracruz with stops in Puerto Rico and Havana. The YNDIAS marking on this cover was applied in Havana and the large number "3" (silver reales) was put in Veracruz for a single-

weight letter. The viceroy of Nueva España enacted new postage rates within his jurisdiction that became effective on February 12, 1812.

Figure 17: 1812. Havana to Veracruz, by Spanish warship.



## Epilogue

This institution provided the first regular mail service between Spain and the Spanish territories in the Americas and Asia. It had its own fleet of paquebots, employed a large number of individuals, established an elaborate system of postal rates, and created the first postmarks used exclusively on maritime mail. It led to a dramatic increase in postal communications between the eastern and western shores of the Atlantic, and beyond. In conjunction with a number of other contemporaneous administrative reforms, it greatly boosted commerce and development in the Spanish colonies. Although it was only in operation for less than 40 years, its legacy lasted for more than a century. Several of the maritime mail and demarcation markings continued to be used in several cities until the early adhesive period.

## Acknowledgments

The author is indebted to José Manuel López Bernal for his pioneer research in this area, and to Jesús Sitjà and Antonio Cuesta for sharing the covers from their exceptional collections.

## Endnotes

- <sup>1</sup> This topic is treated in more detail in a recently published article by this author: "The 500<sup>th</sup> Anniversary of the First Mail Service between Europe and the Americas," *The London Philatelist*. Vol. 123, No. 1416, June 2014, pp. 174-185.
- <sup>2</sup> This subject is covered in depth in the recently published book: *Los Correos Mayores de Yndias*. FESOFI, Cuadernos de Filatelia, No. 23, June 2014.
- <sup>3</sup> The earliest recorded town markings used by the Correos Mayores date back to the mid-1730s.
- <sup>4</sup> The information for the tables in this article was taken from: López Bernal, José Manuel. "Tarifas Postales para el Correo Ordinario Marítimo Colonial," *Academus*, Año 1, Núm. 1, Octubre 2000, pp. 7-21.
- <sup>5</sup> The post offices which received at least some of these handstamps, that have been identified, include Puerto Rico (San Juan), Santo Domingo, Havana, Mexico, Veracruz, Cartagena de Indias, Guatemala City and Nueva Orleans. The Havana post office probably kept more than one set of these postmarks. López Bernal, José Manuel. "Las Primeras Marcas Postales del Correo Marítimo de Indias," *Atalaya Filatélica*, No. 79, Enero 1998, pp. 3-11.
- <sup>6</sup> Kouri, Yamil H., Jr. "Las Marcas de Correo Marítimo Transatlántico ESPAÑA," *Academus*. Año XI, No. 14, Noviembre 2010, pp. 41-63.
- <sup>7</sup> Kouri, Yamil H., Jr. "The Maritime Mail Marking YSLAS," *Revista FIAF*. 21, Agosto 2010, pp. 21-27.
- <sup>8</sup> Kouri, Yamil H., Jr. "Ship Registers in the Spanish Colonial Americas," *Revista FIAF*. 23, Septiembre 2012, pp. 13-21.
- <sup>9</sup> Schurz, William Lytle. *The Manila Galleon*. E.P. Dutton & Co., Inc. 1939.
- <sup>10</sup> López Bernal, José Manuel. "Tarifas Postales para el Correo Ordinario Marítimo Colonial,"

*Academus*, Año 1, Núm. 1, Octubre 2000, pp. 7-21.

<sup>11</sup> López Bernal, José Manuel. "Tarifas Postales para el Correo Ordinario Marítimo Colonial," *Academus*, Año 1, Núm. 1, Octubre 2000, pp. 7-21.

<sup>12</sup> Kouri, Yamil H., Jr. *The Postal History of Spanish New Orleans*. The Stuart Rossiter Trust Fund, 2004, pp. 122-123.

---

**Yamil H. Kouri** has collected old letters since 1979 (and he also likes stamps). Some of his areas of interest are maritime mail and military mail. He is a member of our Society's Board of Directors, and of the Board of the Spellman Museum of Stamps & Postal History – where he organizes an annual Postal History Symposium.

---

**COVER ILLUSTRATION:** A tradecard chromolithographed by D. Hutinet of Paris, overprinted to advertise a jeweler in Rhode Island (collection of George McGowan). One of an 1870s series of such inexpensive cards with images of children dressed in the national costume of mail carriers, illustrating the stamps of different countries. Backgrounds on the cards also depicted national scenes - in this case, a view rather like a Karl Bodmer painting, of plains indians surprised by the arrival of the transcontinental railway (completed in 1869) - detail pictured at right. The theme of modern transportation displacing the natives was also central to John Gast's painting of 1872, reproduced on the cover to *PHJ* 154. Hutinet had exhibited his hand-cranked small card printing press at the Paris Exposition of 1878 and the U.S. stamps pictured here are from the series of 1870-71. Europeans were fascinated by Native Americans and so it was not unusual for Indian costume to represent the U.S., rather than a more conventional city mail carrier (see another card picturing stamps of the 1851, 1866, 1869 and 1870 series – but dating after 1886 as the Statue of Liberty is shown). The intriguing



aspect of the cover illustration is that it shows the Native 'mailman' reaching for a letter from a pouch. In general, the costume is a rather fanciful interpretation of Plains Indian garb, but the leggings, moccasins, and shoulder bag are reasonable. The historic record notes, for instance, that Natives pulled various wampum-making materials out of their bags when camped for the night, but no mention was made of how they carried the letters entrusted to them. It makes sense that they used bags, such as the ca.1780 shoulder pouch of the Anishinaabe (Chippewa, Ojibwa) Peoples, illustrated here from the New Orleans Museum of Art. Given what Professor Becker reveals in the following article, the Paris artist was more accurate than he knew: Indians were American mailmen!



# Native Mail Carriers in Early America

by Marshall Joseph Becker

## Introduction

A review of documents mentioning Native carriers of mail, within and among the American colonies in the seventeenth and eighteenth centuries, strongly indicates that members of the Lenape tribe, of all those resident in the lower Delaware valley, were considered to be the most reliable and trusted. At later dates the Lenape were recognized as dependable in their skills as guides and explorers, a characteristic noted into the twentieth century.

The efforts of Native letter carriers, who did their tasks on foot, also provide us with a broad perspective on the realities of indigenous life and how these peoples integrated European activities into their own separate systems for making a living. Popular images of the European impact on the many different native cultures generally describe them as if they were a single entity; all as passive victims of imperialistic invaders. Recent scholarship demonstrates this to be a deeply flawed view. Through detailed studies of the 300 years of interaction between each individual and distinct Native culture, and a surprisingly diverse array of distinct immigrant peoples, the realities of each Native tribe's responses are being delineated.<sup>1</sup> Some modern scholars are even recognizing what I have long noted; that class differences within each colonial group (Dutch, Swedish, English) provided the basis for very different interactions with each specific tribe.

## Mail Service for the Pelt Trade

The pelt trade, developing and expanding throughout the first half of the sixteenth century was controlled by the Iroquois Confederacy (Great Lakes and across present New York) and the Susquehannock Confederacy (Northern Plains and up the Ohio to the Susquehanna and Potomac Rivers).

Although the "harvesting" of anadromous fish supported Lenape lifeways and their cultural traditions, they were also interested in the goods that were abundantly available to the tribes that brokered the pelt trade with the various colonial outposts. Initially, the primary interest of all these Natives was in woolen cloth, but they were also interested in an extraordinary range of other imported goods. These items, including many basics besides cloth (metal, guns and related items) became available to the Lenape through the development of a very wide range of enterprises used to secure the items on a long list of goods, including the provision of special messengers.

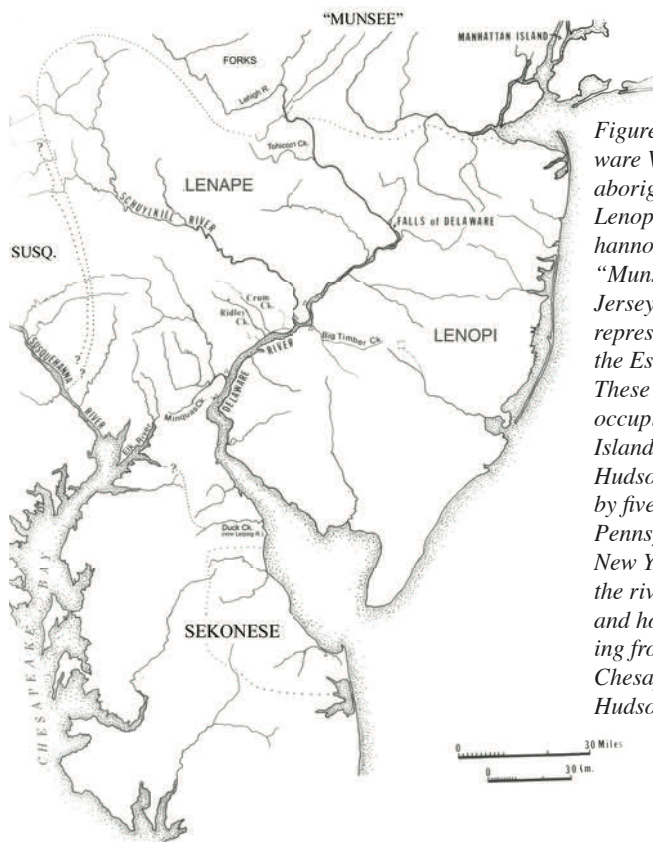


Figure 1: Lenape Family, by the Swedish cartographer Per Lidestöm (after 1654).

Colored pencils on paper. [By permission, De la Gardiegymsnasiet, Lidköping, Sweden.]

## Lenape Mail Service Unifies North and South River Dutch

The overland route from Dutch fortified locations on the lower Delaware (South) River to Fort Amsterdam on Manhattan Island was a “path” well known to colonists, perhaps as early as 1622. The route now taken by I-95 across New Jersey largely follows this trail.



*Figure 2: Map of the lower Delaware Valley region, identifying the aboriginal locations of the Lenape, Lenopi, Sekonese, and Susquehannock. The people identified as “Munsee,” resident in the New Jersey highlands area after 1700, represent relocated members of the Esopus and Wappinger tribes. These were the peoples who had occupied Staten and Manhattan Islands and the western side of the Hudson River. Now territory shared by five states: Maryland, Delaware, Pennsylvania, New Jersey, and New York, this outline emphasizes the riverine nature of the territory and how natural was a trail leading from the upper reaches of the Chesapeake, northeast towards the Hudson.*

Isaack de Rasière was sent in 1626 to Fort Amsterdam as *Opper Koopman* (chief trading agent) for the Dutch West India Company to secure trade between the Dutch and those tribes controlling the flow of peltry; the Susquehannock Confederacy of central Pennsylvania and the Five Nations across central New York. His brief stay has provided us with some important documents, filled with good insights into Native cultures and affairs. After 1622 the Lenape were afraid to “hunt in winter, being constantly harassed by war with the Minquaes [Susquehannock] ...”.<sup>2</sup> In 1626 the Lenape identified as “Isaacq” had offered to show de Rasière where the Susquehannock lived and had houses full of peltry. De Rasière wrote home from “Manhattes” to describe a visit that had been paid by a Susquehannock delegation. Since the 1622 Powhatan uprising upset their trade with the Virginia colony the Susquehannock had been bringing peltry overland to the Dutch on the Delaware River, near the [Trenton] falls. In 1628, the Dutch agent in New Amsterdam wrote to his counterpart on the Delaware River, probably on Burlington Island:

I have not been able to learn the exact distance; so that when we wish to send letters overland, they (the natives) take their way across the bay and have the letters carried forward by others, unless one amongst them may happen to be on friendly terms, and who might venture to go there.<sup>3</sup>

After a more substantial fort had been constructed there, and staffed year round, a reliable messenger service was continued to co-ordinate activities.

### **Lenape Serve Dutch Consolidation**

By 1630, the Dutch had a trading post on Burlington Island, a few miles below the falls, and a whaling station at the mouth of the bay. In 1638 the Swedes interposed their Fortress Christina at Wilmington. The Dutch followed with theirs, Fort Casimir at New Amstel (Newcastle), downstream of the Swedish fort.

The Dutch agent at Fort Casimir reported the arrivals of Swedish ships to his counterpart at New Amsterdam by Lenape runners,<sup>4</sup> who were also employed by the Swedes in their exchange of letters with the Dutch agencies. In July 1643 the Swedish settlement employed a Lenape runner to call the Susquehannock to confer about the pelt trade.

This consolidation of western watersheds by the Native Americans excited animosities among the colonial companies – the Dutch, on both the Hudson and Delaware, the Swedes on the Delaware, and the English on the Potomac debouching into Chesapeake Bay. For their part, in 1647, the Dutch moved their trading station on the Delaware River from Burlington Island to the west banks nearer the falls, and, in 1649, established Fort Beversrede, a stronghold upriver upon the Schuylkill [Philadelphia].

On May 28, 1654 Peter Jochim traveled up to Manhattan with a Lenape called Taques. Jochim appears to have remained at Fort Amsterdam, but on June 25, Taques returned to Fort Beversrede with a letter regarding Dutch merchants who wanted to provide goods to the Swedes.<sup>5</sup> The Swedes were then growing significant amounts of tobacco, but were having difficulty placing it on ships to Europe. The Dutch could provide them with the needed transport service as well as scarce foreign made goods, but local Dutch traders were becoming increasingly annoyed by Swedish activities that interfered with their trade.

Reflecting European aggressions, the Swedish colony on the Delaware overwhelmed the Dutch Fort Casimer in 1654. The next year a small Dutch fleet set sail from Fort Amsterdam to regain Fort Casimir, and then to besiege the Swedish Fort Christina (which was a small and feeble work, and lay upon low ground, and could be commanded from the surrounding heights, see figure 3). During the siege the Dutch sent a letter, by an Indian, demanding surrender, who returned with a written reply (it was noted that “*en Indian*” carried more than one message to the Swedes during the siege). During this period the Swedes “labored with all our might, by night and by day, in strengthening the ramparts, and filling gabions” at Fortress Christina while the Dutch pillaged the countryside. The Swedes sent a letter of protest to the Dutch on September 7, but then capitulated; Fortress Christina became Fort Altena. The entire area of “New Sweden” became identified as New Amstel. The Lenape continued to be the principal carriers on and from the Delaware (South) River.

The Dutch captured “New Sweden” and then turned to defend against an inevitable English takeover. Native raiding parties added the possibility of death to the basic physical difficulty of carrying the mail. Costs rose, and sometimes carriers were not to be found. News of the first Esopus War, begun in September of 1659, soon reached the South River,

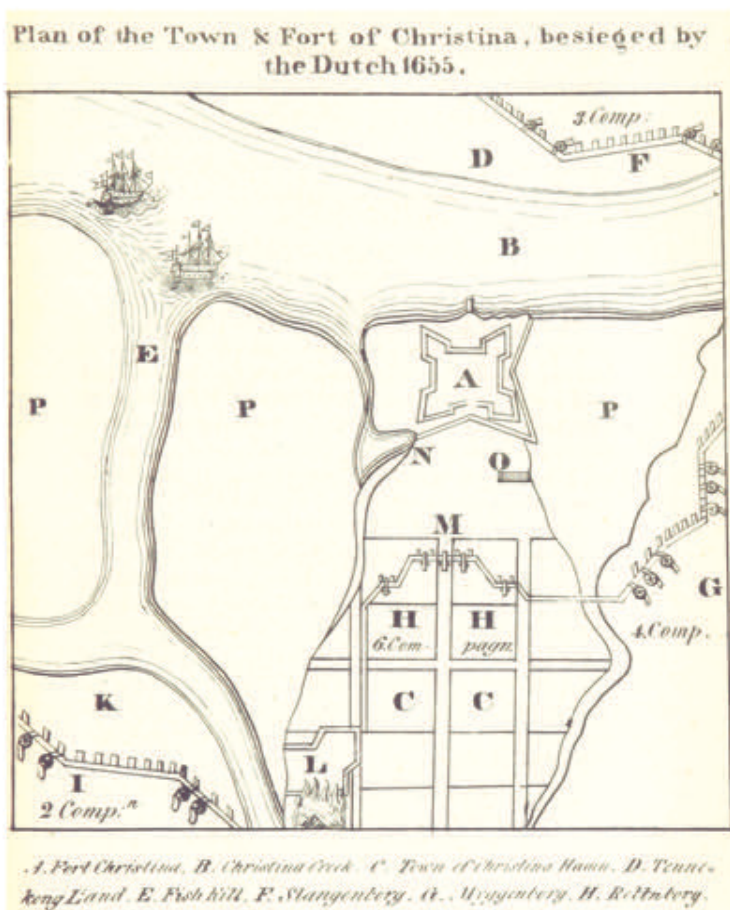


Figure 3: Plan of Fort Christina, page 99, Description of the Province of New Sweden, by Thomas Campanius Holm (1670-ca.1702), 1834.

where the Dutch agent, having heard of Indian attacks on Staten Island, sent two letters to Fort Amsterdam, both carried by Lenape, on September 9 and 12. The first letter arrived only 9 days later on September 18. A colonial also traveled with the runner bearing the letter of the 12<sup>th</sup>, but when they reached the area of the falls the local Indians advised them both to turn back. [Dutch documents commonly identify a Native carrier as a “wilde,” a term usually translated as “savage” in the nineteenth century. More recently the term “native” has been used.]

On September 4, 1660 the Dutch at Altena sent a message to New Amsterdam “By a savage” in which was the note, “My Lord, this goes with the letter of Peter Mayer (who dispatched this Indian)...” Thereafter, from the South River, New Amsterdam received messages: October 8, 1660 noting “by this Indian sent express” and including the common request “that you will transmit [an answer] by this [same] Indian, as soon as possible;” December 25, 1660 “By a savage” ... “Sir, the bearer hereof has nothing to demand at the Mannhattans. He has to receive his remuneration here upon his return.” To which New Amsterdam replied on December 30, 1660, reaching Altena by a different



carrier on January 12, 1661. The second carrier, also a Lenape, brought the information that the original bearer of the letter sent north on December 25, was still at Passyunk (near Philadelphia). Apparently he had taken ill during the return trip, and took shelter among the Finns who lived near the Lenape summer station at Passyunk. There he transferred the return letter to a kinsman who completed the task. Two days later, on January 14, 1661 another letter to New Amsterdam was posted via a Native, and yet another on February 15, that bore news of the killing of an Englishman on the South River.

### Strategic Alliance; English Colonial Postal Initiative

On May 4, 1661, as the Marylanders and the Susquehannock were negotiating a treaty, some “River Indians” were said to have killed four Europeans in the southern parts of Dutch territory; three English and a Dutchman. The murderers were ultimately determined to be of the Lenopi tribe, but both the Lenape and their neighbors were lying low.

On May 16, 1661 the Maryland colony signed “Articles of peace and amity concluded” with “the Sasqsaahannough Indians” as represented by elders of the confederated tribes in central Pennsylvania. This document describes the arrangements made to build a European style palisaded fortification for the Susquehannock very different from their traditional circular enclosures (see figures 4 to 7). Article six, of the nine articles of peace, instructs the Indians: **“That there shall be six Indians appointed by the Sasquesahannoughs to be ready to carry letters between the Cap<sup>t</sup> of the English at the forte, and Collonell Utyes howse, and from thence to the forte againe, to which End two of them shall always be vpon Palmers Iland[.]”**<sup>6</sup>



Figures 4 & 5:  
Pomeiock, a traditional palisaded enclosure in Virginia. [John White drawing, 1585-6, British Museum; engraving by Johann Theodorus de Bry, 1590, John Carter Library, Brown University.]



Figure 6: Detail of a traditional palisade and a more European-influenced design, from 1635 Willem Janszoon Blaeu *Geographicus: Nova Belgicae Anglia Nova*. Library of Congress.



Figure 7: Detail of 1656 Nicholas Visscher *Novi Belgii Novaque Angliae*, copying Blaeu.

These Indian carriers were to maintain a line of communication between the Maryland colony and the Native fortification recently erected in central Pennsylvania. These six were appointed specifically to carry messages between Capt. Odber at the new Susquehannock fort and Colonel Uttye's house on Palmers Island, at the northern aspect of the Maryland colony at that time. Odber and 50 Marylanders under his command were permanently stationed at the Susquehannock fort. Two of the six Native messengers were to be at Palmers Island at all times. Whether any of these six carriers were Lenape, we do not know, but probably not.

### **Complications among Settler & Native Groups**

One of the problems in 1661 was the conflict between the English (Marylanders) and the Lenape. The Lenape then were resident under Dutch hegemony and were their *de facto* allies, leading the English to oppose them.

The 9<sup>th</sup> article of the treaty: "That the English haueing now declared that they will Demand satisfaccion of the Passagonke Indians, for the death of John Nordon, and his Companion slayne by the aforesaid Indians and upon refusal to prosecute, a warre with them the Susquesahannoughs shall upon further notice giuen be ready to assist in the said warre with necessary force[.]" The suspects were members of the Schuylkill River band of Lenape, then resident at their warm weather fishing station at Passyunk. As a consequence, whether the Lenape did not wish to co-operate in matters relating to their own people, or whether they were responding to the general climate of violence is not evident. On May 20, 1661 a letter was dispatched from New Amstel, carried by "Indians" but to whom it was sent is not certain. On the 27<sup>th</sup>, nine days after word of the killing, New Amstel found a carrier to go to New Amsterdam with a letter stating that the Indians had been hiding from the Dutch for 14 days. A letter from the Governor of Maryland had been received on May 26 at New Amsterdam, carried by a Minquas who declined to wait for a reply, subscribed: "I have promised the bearer, that he will receive from your Hon<sup>ble</sup> Worships a piece of cloth and a pair of socks, provided he brings over this letter in 4 or 5 days at the utmost."

The Indian bearer of May 27 was almost certainly a Lenape. The extended period of time for a one way delivery reflects the regional hostilities that could easily delay this journey. The Dutch problems with local native groups and their fear of an English invasion of the South River area was emphasized in a report of May 31, 1661 regarding the native response to the recent killings. "The Indians here are very fearful of the coming of the English. For some days they met near Passajongh ...", where the several bands were collecting seawan (wampum) to present to the Minquas (Susquehannock) to ask them to mediate the payment of wergild for the killings. Also, during that spring Augustine Herrman wrote from Fort Altena to New Amstel, regarding his own fears of an English (Maryland) invasion to avenge the murder of four "English" and the release of the suspects. On June 10, 1661 the Dutch again reported that "[t]hese River Chiefs do not trust the English; ..." These concerns made it difficult for the Dutch to send letters "because we could not hire an Indian." Although the collective term "River Chiefs" is sometimes used by the Dutch for leaders on both sides of the river, they clearly could distinguish between the Lenape, on the west side of the river, and the Lenopi on the east.

On September 21, 1661, New Amstel wished to communicate with New Amsterdam, but since: "no Indian [is] to be found here at Altena, I have then [sent] this [letter] up with Peter Kock, one [of] our magistrates, in order to hire an Indian from there

**Sites marked by black triangles, reading southwest to northeast**

1. Potomac River, debouching into Chesapeake Bay & leading to the Maryland Colony
2. Swanendael, location of the tract bought from the Sekonese by the Dutch for a whaling station at the mouth of the Delaware (South) River
3. Fort Casimir, under the Dutch the area around it was called New Amstel; under the English, New Castle
4. Fortress Christina, now Wilmington
5. Philadelphia, site of Fort Beversreide; Passyunk is the area south of city center, defined by the Schuylkill River on the west and Delaware River on the east. Passyunk Avenue now traces a diagonal across Penn's city grid - lasting evidence of a Native trail.
6. Fort Nassau, on Burlington Island, dismantled in 1651
7. The falls of the Delaware River, now Trenton
8. Staten Island
9. New Amsterdam, now New York City, on the Hudson (North) River

*Figure 8: Detail of the Nicholaes Visscher 1656 map, reflecting the knowledge gained by the Dutch since Blaeu of 1635, particularly of the Indian settlements.*









[Nevesinck, NJ?]. I advised him to promise receipt of payment upon returning so that the trip would be expedited.” This message, which had “By an Indian” written on the sheet, probably had made the rounds of the Lenape resident in the Passajongh area, but on September 30 this document was returned because no Native could be found to carry it.<sup>7</sup> The mail problem continued for a month. West India Company yachts also could be used to make a trip up to Fort Amsterdam, but they were not as fast or as reliable as a Lenape runner, especially when weather conditions impeded a voyage. Engaging a yacht for a special messenger would also have been expensive. On October 26 an available boat was, perhaps in desperation, used to send letters to New Amsterdam, as a letter of that date included the earlier one, with the note “My Lords, the enclosed was returned on the 30<sup>th</sup> of September because we could not hire an Indian.”

### **Reliable Ocean Service**

In June of 1662 letters were sent by boat in only four days. By December a service by sea seems to have been initiated. The Dutch also noted that the “Wilde” were off to do their winter hunting, and that they did not expect overland messengers to be available until they returned. Winter hunting had not been a problem for the mail service in previous years because there was always some able Lenape available to make the journey. But by 1660 many Lenape were permanently locating their territory of activity to the west. By allying with the Susquehannock, many Lenape gained access to the lucrative pelt trade. Through that activity they could secure considerable quantities of European goods without running the risks of travel through highly contested territory or the chores associated with the maize trade. Although Five Nations raiding into the region of the Susquehannock Confederacy was problematical for the Lenape, the rewards to be had from peltry were much greater. And the Five Nations focused their raiding on Susquehannock villages, and bypassed (or missed) Lenape encampments.

The transfer of political power on the Delaware River was fairly orderly, with the English capturing the South River after a brief skirmish. On October 13, 1664 Sir Robert Carr wrote from the “Dellawarr Fort” to inform Col. Nicholls that he had taken charge. Included in this communication is the statement that his notification had been delayed because of “the falling of y<sup>e</sup> Indians from theire former civility, they abuseing messengers that travell by land, since our arrival here, ...” Those messengers were Lenape, and the uncivil Indians were the Lenopi of southern New Jersey. Sir Robert wrote that: “80 of them came from y<sup>e</sup> other side, where they inhabit ... [and where] noe Christian yet dare venture to plant on that side, w<sup>ch</sup> belongs to y<sup>e</sup> Duke of Yorke.” New Jersey was then part of the holdings of the Duke of York, and the Indians occupying the southern part were the Lenopi. Sir Robert’s message makes very clear that these obstructionist Indians were resident on the east side of the Delaware River. This letter also asked for help in dealing with the “Synekees at y<sup>e</sup> Fort Ferrania, and y<sup>e</sup> Huskchanoes here.” Sir Robert was well aware that these Indians, the Senecas [Five Nations] and Susquehannock often did considerable damage while passing through, and left the local Indians to be blamed.

### **Conclusion**

The role of Indians in carrying the mail may be best documented for the Lenape of southeastern Pennsylvania. My many years of study of the Lenape of the colonial period have enabled me to identify many references to this “profession” but it is not simply the numbers of references that identify the Lenape as preferred carriers. These

documents reveal that many of these colonists indicated a preference for Lenape runners, and recommend them to other colonists. There also exist a number of geographical and ecological factors that account for the early colonists requiring special messengers that provided the Lenape with the opportunity to demonstrate their skill and reliability in this enterprise. The extent of Dutch hegemony, extending on either side of present New Jersey, created a need for communication between the lower parts of the Delaware Valley and Manhattan Island. The length of the sea route, with an extensive ocean passage, created a demand for a more reliable and cheaper connection for simple letter communications. This could be well served by able runners willing to travel through the territories of two or more tribes that were generally, but not always, at peace. By 1640 Lenape runners became the mainstay of this service.

By 1800 the Lenape generally had become identified as “Delaware.” They became Native scouts during the Plains Wars, and military adjuncts during the Civil War.<sup>8</sup> Carrying letters through hostile territory may have been even more dangerous than conducting reconnaissance.

### Acknowledgments

The extensive and generous input of Robert S. DuPlessis, Jaap Jacobs, Martha McCartney and Timothy P. O’Connor to this and other related papers is very much appreciated. Thanks also are due Ilene Grossman-Bailey, Prof. Gary Chapman, Joy Bedo Chapman, Robert W. Craig, Prof. Richard B. Kielbowicz, William Liebeknecht, Gregory Lattanzi, Craig Lukezic, Stephen Marvin, Maureen Meyers, Prof. Elizabeth Sutton and Raymond Whritenour for their useful input. The backup of Christopher Mazzoli and Sergio Torres while completing this paper was critical to its completion. Thanks also are due to Anita deLaguna Haviland and Jacqueline Sowa Colyer for information regarding knitting. The generous and constructive comments of three anonymous reviewers are very much appreciated. Portions of this paper were read at the 2014 meeting of The Early Colonial Delaware Valley: An Archaeological and Historical Symposium, held in New Castle, DE (May 10, 2014).

Support for this research at West Chester University was provided by Prof. Susan Johnston, Dean Lori Vermeulen and Prof. Richard Swain. Thanks also are due to the members of the Congress of The United States of America for their support of tax laws that stimulate and encourage research in this and other areas of enquiry. The ideas presented here, as well as any errors of fact or interpretation, are solely my own responsibility.

### Endnotes

- <sup>1</sup> Silliman, Stephen W., “Crossing, Bridging, and Transgressing Divides in the Study of Native North America.” Pages 258-276 in, *Across a Great Divide: Continuity and Change in Native North American Societies, A.D.1400-1900*, edited by Laura S. Schreiber and Mark Mitchell. Tucson: University of Arizona Press, 2010:258.
- <sup>2</sup> Van Laer, Arnold J. F. (Translator and editor): *Documents Relating to New Netherland, 1624-1626*. San Marino, CA: The Henry Huntington Library and Art Gallery 1924; *Correspondence of Jeremias van Rensselaer 1651-1674*. Albany: The University of the State of New York 1932; “Register of the Provincial Secretary, 1642-1647.” *New York Historical Manuscripts: Dutch, Volume 2*. Baltimore: Genealogical Publishing Company, 1974.
- <sup>3</sup> De Rasière, Isaack [letter ca. 1628]. Pages 63-80 in, *Three Visitors to Early Plymouth. Letters about the Pilgrim Settlement in New England During its First Seven Years*. Second printing of the 1963 edition. Bedford, MA: Applewood Books 1997.
- <sup>4</sup> Johnson, Amandus, *Swedish Settlements on the Delaware*, Volume I. Philadelphia: The Swedish Colonial Society 1911.

- <sup>5</sup> Dahlgren, Stellan and Hans Norman (editors), *Rise and Fall of New Sweden: Governor Johan Risingh's Journal 1654-1655, in its historical context*. Stockholm: Almqvist & Wiksell International 1988. [A naïve interpretation of Risingh's *Kort berättelse om resen ...*].
- <sup>6</sup> Browne, William Hand (Editor), *Archives of Maryland. Volume III: Proceedings of the Council of Maryland 1636-1667*. Baltimore: Maryland Historical Society 1885.
- <sup>7</sup> The search for Native mail carriers went on throughout the year. Jaap Jacobs (pers com. May 2010) believed that the sea route was more common, using yachts of the Dutch West India Company, except when the rivers froze. This may apply to the routes from Fort Amsterdam to coastal locations and Fort Orange, but our data on the months when Native carriers operated along the South River reveals the limits of his this assumption.
- <sup>8</sup> Nichols, Deborah and Laurence M. Hauptman, "Warriors for the Union." *Civil War Times*. 1997 (February): 34-41.
- 

### Editors' Afterword

Wesley Rich remarked that Indians were often employed as special messengers. In the Massachusetts Bay Colony, "they seem to have been much in favor with the settlers on account of their faithfulness, their endurance, and their familiarity with the country."<sup>1</sup>

When Marshall Becker, Professor Anthropology Emeritus at West Chester University, offered us his manuscript, concentrating upon the Lenape, I was struck by his assertion of a Native presence as special messengers, emphasizing what historians have known about their importance, but heretofore largely from the archives of the Massachusetts Bay Colony. Becker emphasizes trade relations as a domain where the Natives held sway, facilitating not only their tribal relations but also mediating the intercolonial rivalries. Whereas students of postal history have mostly ignored the Indian except, as Harry Konwiser so aptly had it: "There was ... no national point of view ... in the colonial era – except the general idea that the opposition to the native Indians was everyone's concern."<sup>2</sup>

As for intercolonial mail, Reverend Kendall's survey of Maryland would have us to understand that "there was no need for a postal system within the colony nor for a postal arrangement between Maryland and the other American colonies ... the main interests and ties Marylanders cherished were with their friends and relatives in Europe."<sup>3</sup> Becker's account certainly corrects that impression – Indian runners furnished critical intelligence in a 1661 military campaign, as well as carried more commercial messages. His description of arrangements between the Maryland Colony and the Susquehannock Indians paralleled the first legislation for handling official letters within the colony ... a house-to-house relay system that, in any case, soon broke down.

Barry Hobbs, in seconding Robson Lowe's homily about postal historians being 'students of humanity' (philatelists being merely 'students of science'), lamented that "it is unusual for us to know anything about the humble postal clerks who traveled those routes or applied those rates that have been so extensively studied."<sup>4</sup> Becker's Lenape study gives us a glimpse of the 'humanity' that carried mail on such early trails.

Robson Lowe himself summarized the early Colonial posts: "The King directed Governor Lovelace of New York [Dutch New Amsterdam before 1664, name changed 1672] to establish regular postal communication between the Colonies. Lovelace arranged for a monthly courier service between New York and Boston. The first post rider made the trip from New York to Boston on 22<sup>nd</sup> January, 1672/3. This service continued for a few months only, as New York was again captured by the Dutch. It was restored to the English in 1674, but communications were not resumed."<sup>5</sup> The identity of this first postal rider is not

mentioned. Otherwise, Lowe does remark: “apart from the postal riders, independent riders flourished and it is difficult to know which riders were working for the government.”

It now seems possible that Lovelace’s rider, as well as several of those independents, was a Native. In 1900, the social historian Alice Morse Earle observed that, contemporary with Lovelace: “In 1672 ‘Indian posts’ carried the Albany winter mail.”<sup>6</sup> Becker’s search for evidence reminded us of a mention by Eric Jaffe, in his study of the Boston Post Road, of a 1649 letter sent from Boston to John Winthrop in Pequod, informing him of the death of his father. The writers were keen that he have the opportunity to be present at a memorial service, and so “they have sent Nahawton, whom they did esteeme a Trustie & swift messenger, to give you notice hereof.”<sup>7</sup> Becker notes that some references to this letter edit out the name of the messenger, a Christianized Wampanoag who had sold the settlers his land of Wessagussett (Weymouth) and who fought on the side of the colonials in King Philip’s War of 1675-6. He also locates a 1638 letter from Roger Williams in Providence to John Winthrop that suggests that Native carriers were not always a first choice: “Tis true I may hire an Indian : yet not always, nor sure, for these 2 things I haue found in them: sometimes long keeping of a letter: 2ndly if a feare take them that the letter concernes themselues they suppress it, as they did with one of special informacion which I sent to Mr. Vane.”<sup>8</sup>

Postal Historian, Timothy O’Connor, shared with Becker his discovery of letters endorsed on their address leaves “by Indian mail” in the Collections of the Gilder Lehrman Institute of American History at the Morgan Library and Museum in New York City, as well as his intention to do more research in such collections on this topic. At the end of his study of the Lovelace Post, O’Connor avers: “More research remains to be done, since we’ve not yet unearthed any mention of rates, charges or fees for the Lovelace Post And it’s a major disappointment not to have learned the name of the “stout, indefatigable” postman who carried these first intercolonial mails.”<sup>9</sup>

Professor Becker’s manuscript has been greatly reduced to fit this issue. Of interest to those who would enjoy more detail on the Lenape is his bibliographical list which appears on the Society web site: [www.postalhistorysociety.org](http://www.postalhistorysociety.org). He would also welcome commentary on his work: Becker Marshall (Retired) <[MBecker@wcupa.edu](mailto:MBecker@wcupa.edu)>

### Endnotes to Afterword

<sup>1</sup> Wesley Everett Rich, *The History of the United States Post Office to the year 1829*, Cambridge 1924, pages 4-5.

<sup>2</sup> Harry M. Konwiser, *Colonial and Revolutionary Posts*, Richmond VA 1931, page 1.

<sup>3</sup> D. Homer Kendall, “Maryland Colonial Post” in *The Posted Letter in Colonial and Revolutionary America*, ed. Alex L. ter Braake, State College PA 1975, page O-5.

<sup>4</sup> Barry Hobbs, “The Travelling Post Offices of Bolivia ...” *Postal History* No. 347, Sept. 2013.

<sup>5</sup> Kay Horowicz & Robson Lowe, *The Colonial Posts in The United States of America 1606-1783*, London 1967, pages 2 & 4.

<sup>6</sup> Alice Morse Earle, *Stage-Coach and Tavern Days*, New York 1900, page 274.

<sup>7</sup> Eric Jaffe, *The King’s Best Highway*, New York 2010, page 15. Full text of letter, Robert C. Winthrop, *Life and Letters of John Winthrop...*, Boston 1867, volume 2, page 395.

<sup>8</sup> Letter, Williams to John Winthrop, 16 April 1638. Pages 226-228 in, *Papers of Roger Williams* (pages 184-311). Collections of the Massachusetts Historical Society, Fourth Series, Volume VI. Boston: Printed for the Society 1863.

<sup>9</sup> Timothy P. O’Connor, M.D. “The Loveless Post of 1672” *The Chronicle of the U.S. Classic Postal Issues*, Volume 65, No. 4, November 2013, page 327. See also, his “The Earliest Postal Systems in North America” *From Indian Trails to the Birth of a Nation*, Weston MA 2014.



# Post Offices & Depopulation: Part 3.

## A Case Study of the Livingstone Valley, Alberta, Canada

by Dale Speirs

In the southwest corner of Alberta, north of Crowsnest Pass, is a long linear mountain running north/south, known as the Livingstone Range, which is the easternmost mountain of the Rockies in that area. The foothills of the eastern slope elsewhere usually grade continuously from the mountains down to the first steppe of the prairies. In this area they are detached, with a wide valley in between. The detached foothills are known as the Porcupine Hills. The valley was homesteaded but the land was not right for dense settlement and most of the population eventually drifted away. Figure 1 is a photo I took from about 25 kilometres away with a telephoto lens in 2013, looking northwest from the Crowsnest Pass highway at the Livingstone Range and into the valley. At centre-right is the southern tip of the Porcupine Hills.



*Figure 1: The Livingstone Range and the valley.*

Figures 2 and 2a show how the area was mapped. The 1925 map shows the major post offices (North Fork, Maycroft) and the names that still marked the settlements even after the post offices closed (Gillingham, Livingstone). The smallest offices (Heath Creek, Tod Creek, and Chapel Rock) were not marked even though open. The 1939 map shows natural resources, as well as the only transportation lines that served the valley: the Canadian Pacific railroads, one running east-west through the Crowsnest Pass (bottom of map) and the other running north-south between Calgary and the American border on the east side of the Porcupine Hills, the far side from the Livingstone valley (righthand side of map). Those railroads are today paralleled by Highway 3 (Crowsnest) and Highway 2 (north-south). There was never a railroad running into the Livingstone Valley. Highway 22 was built north-south through the valley in the 1970s, connecting the Crowsnest Pass and Calgary, but by then the valley was depopulated. The area is popular for wilderness tourism and camping, and a number of ranches remain. The valley today has no services or villages, but Highway 22 is heavily traveled because it is a shorter route from Calgary into Crowsnest Pass and British Columbia. The permanent population is minimal and, if your car breaks down, you may have a long wait for help and a long expensive tow to the nearest repair garage.

There were a number of small post offices in the Livingstone valley. Some of them traded names between each other and it is a confusing mess to sort out all the places



Figure 2 & 2a: Alberta maps, above 1925, below a resources map of 1939.



that re-used the same names at one time or another, and then took some other post office name. Postmark collectors have to be certain that the postmarks are correctly identified to location and post office opening or name change.

The Livingstone Range is a fortress-type mountain that dominates the valley and forms a solid wall along its western side. It is named after the famous African missionary David Livingstone, and its prominence naturally led to several locations in the valley being named after the mountain.<sup>1</sup> There was also a railroad siding in the Crowsnest Pass called Livingstone but mercifully when a post office opened there the CPR changed the name to Burmis to avoid confusion. All of the post offices in the Livingstone valley were ranch house post offices. There were never any villages in the valley.

The creeks in the valley empty into either the Oldman or Crow'snest rivers. Another name that appears in several places, with or without post offices, is North Fork. It wasn't just the post offices that had confusing names as the early cartographers were often uncertain as to what river was where in the area. What is now the Oldman River in the

Livingstone valley was once considered as the North Fork River. Crowsnest River through the Crowsnest Pass was once the Middle Fork of Oldman River. Castle River, arising in Waterton National Park and flowing north, was the South Fork of the Oldman River or the Belly River, depending on the mapmaker. All three rivers merge at the south end of the Livingstone Valley, and past that junction are agreed to be the Oldman River.

### North Fork/Livingstone/Gillingham

This post office was responsible for most of the nomenclatural confusion in the Livingstone valley. It was furthest south in the valley, quite close to the Crowsnest Pass railroad. (The highway, which parallels the railroad, did not exist at the time.) It opened on January 1, 1892 as North Fork, with F.R. Morris as the first postmaster until March 30, 1893.<sup>2</sup> Figure 3 shows the proof strike of its postmark. F.A. Mead was the next postmaster until January 1, 1894, when the post office closed briefly. On May 1, 1894 it was renamed Livingstone, but it wasn't until June 1, 1895 that it actually re-opened, with Arthur William Gillingham as the postmaster. The proof strike of the postmark is shown in Figure 4.

Gillingham was an Englishman who had lived in Japan for many years and arrived in Alberta in 1890 with a Japanese wife and nine children. They moved around Alberta a bit but finally settled in the Livingstone valley where he opened a sawmill. It lost money and failed in 1896, and his wife died shortly thereafter. He resigned the postmastership on June 10, 1897 but the post office actually shut in 1896. He went back to Japan, never to return.<sup>3</sup> During his tenure, the post office name was changed on March 1, 1896 from Livingstone to Gillingham, and kept the new name until its final dissolution.

The post office re-opened again on August 1, 1898, and quickly went through two postmasters in as many years, but fortunately they resisted the temptation to change the name. Gillingham it was. Another rancher, W.R. Vancortland, took over from March 1, 1900 until February 10, 1903. The final postmaster was Robert Henry Burn, who was postmaster until June 11, 1912, when the post office permanently closed. He was a Scot who had emigrated to eastern Canada before finally arriving in the Livingstone valley in 1889 to take up ranching. In addition to being postmaster, he was a School Board trustee, Registrar of Vital Statistics, and notary public. The reason for the post office closing was that Burn moved to nearby Lundbreck on the Crowsnest Pass line, where he became postmaster there. By then, roads had improved enough that the few remaining Gillingham area residents could reach Lundbreck just as easily as a ranch house post office.

As an aside, there was a Livingstone, Northwest Territories, post office that existed from 1877 to 1879 at what is now Swan River, Manitoba. Some postmark collectors have confused this with the Alberta Livingstone.<sup>4</sup> To make matters worse, the Swan River rises out of a different set of hills also known as Porcupine Hills. Tread carefully when dealing with any kind of Livingstone cover or postmark.

### Livingstone (The Other One)

Mrs. Mary G. Wilson grabbed the name Livingstone for her post office when it opened on April 1, 1896, it being closer to the mountain and Gillingham having changed the name of his post office a month earlier. This new Livingstone was further north, well into the



Figure 3.



Figure 4.

valley on Todd Creek. Figure 5 shows a postmark proof strike from the period after Alberta became a province in 1905. Wilson kept the position until December 29, 1913. John Bare was the next postmaster. He and his wife Alta homesteaded in the valley in 1901. While he was officially the postmaster, she actually did the work, running the post office in their house. Their ranch was halfway up the valley and evolved into a stopping house for residents at the north end coming or going to Lundbreck. The final postmaster was L.O. Hartshorne from April 8, 1918 to July 26, 1920 when the post office closed. There were two other nearby ranch house post offices at this time, Maycroft and Tod Creek (spelled with one “d”), so this post office was redundant.



*Figure 5.*

### **Maycroft**

This post office was named after May Raper, the wife of the first postmaster. It opened on December 15, 1909 with A.C. Raper as the first postmaster, a position he held until May 4, 1917. Figure 6 shows the first postmark’s proof strike. Another rancher, H. Kaye, then held the position at his house until September 3, 1920. He was succeeded by George Heaton who kept the job until February 11, 1935. Heaton was an Englishman from Birmingham, where his father operated a mint that supplied colonial Canada with some of its coins. George and his family arrived in Alberta in 1887 and settled in the Livingstone valley. His first house burned down, and he rebuilt in stone, which is the building in which the Maycroft post office came to be located during Heaton’s tenure. Figure 7 shows the stone house qua post office.



*Figure 6.*

Theodore Roosevelt Jones briefly succeeded Heaton for a year before the Wilson family took over. Miss Ethel Mary Wilson held the job from September 25, 1936 until July 26, 1940. Her mother Mrs. Ethel Helen Wilson took over until October 31, 1959, followed by Ethel Helen’s other daughter Miss Helen Susan Wilson, who was postmaster



*Figure 7: Maycroft post office around 1905.*



until September 15, 1964 when the post office permanently closed. Postmasterships ran in the family. Mrs. Mary G. Wilson, mother-in-law of Ethel Helen, was postmaster of nearby Livingstone from 1896 to 1913. Figure 8 shows Maycroft as it was in 2013. The building in the centre of the photo is a community hall which serves the entire valley.



Figure 8: Maycroft today. There was one farmhouse out of the photo to the left which appeared to be the only occupied residence in the area.

### Olin Creek/North Fork

The post office opened under the name of the adjacent creek, which in turn was named after Bill Olin, the first rancher in the area. He was formerly a bison hunter and lived a varied and riotous life. In 1906, while living along the creek, he died after a drinking binge. The post office opened on September 1, 1911 as Olin Creek, with that postmark proof strike shown in Figure 9. The first postmaster was John Samuel Hewitt, who was not content with the name and changed it on May 1, 1912 to North Fork, which it remained for the rest of its life. Figure 10 shows the proof strike of the second version of a North Fork postmark, not to be confused with the earlier incarnation. Hewitt put in 32 years as postmaster, finally retiring on August 26, 1943. He is shown in Figure 11 while on a mail run, date



Figure 9.



Figure 10.



Figure 11: Postmaster John Samuel Hewitt of North Fork, with the wagon he used to carry mails between North Fork and Cowley on the Crowsnest Pass railway.

unknown. His son Bob couriered the mail between North Fork and nearby Heath Creek post office, while John carried the mails between North Fork and Cowley, located at the mouth of the valley on the Crowsnest Pass railway. Both men also carried small amounts of groceries and dry goods to sell to other ranchers along the way, and accepted paying passengers. At the ranch house, mail day for North Fork was Fridays, which brought in the neighbors for socializing while they waited for their letters.

After Hewitt retired, his daughter-in-law Susan (married to John's son Edward) took over the post office until June 11, 1948. It then changed locations to the Dejax ranch, with Mrs. Annie Ellen Dejax the final postmaster until November 1, 1962, when depopulation forced closure of the post office and conversion to a rural mail route.

### Heath Creek

The first homesteaders along this creek were William H. Heath and his family, and the post office took the name of the creek when it opened. This is the next creek north of Olin Creek, both of which empty into the Oldman River. The postmark proof strike is shown in Figure 12. The only postmaster was Claude E.D. Lowe from August 20, 1915 to the closure on October 31, 1926, when he left the valley. Thereafter mail service was to North Fork. With only one or two families left to receive mail, it was pointless to have a post office.



Figure 12.

### Tod Creek

The creek was named after the first settler on its banks, William Todd. The creek name is correctly spelled on maps with two "d"s, but the post office always operated under a spelling error that was never corrected. Figure 13 shows the postmark proof strike with the spelling error. The post office opened on April 1, 1915 with William Roberts as the first postmaster. Mail distribution was from Lundbreck. Wilber S. Pharis took over the post office on October 27, 1919 but only lasted a few months until April 28, 1920. He was succeeded by Philip Badot, who stayed four years in the position. Mrs. C.V. Raybourne took the job on September 23, 1924 until November 27, 1930, when her husband Clarence assumed the postmastership for a brief period until April 6, 1931. From there the post office went back to the Pharis ranch, where Wilber's wife Nellie Ann Pharis held it until March 14, 1953. Her son Hilton Roy Pharis then became the final postmaster until the post office closed permanently on September 15, 1964 and became a rural route out of Lundbreck.



Figure 13.

### Chapel Rock

There is a 1,600-metre high butte in this area, which some people fancied looked like a church and which gave the post office its name. Figure 14 is a photo of it taken by me in 2013. I looked at it from many angles and couldn't see the resemblance but maybe I'm not religious enough. It is a navigational landmark in the area because the surrounding foothills are covered by grass or trees, while Chapel Rock stands out because it has the only exposed bedrock. The locality was originally known as Chapel Butte, but by the time the post office opened the residents were calling it Chapel Rock.



Figure 14: Chapel Rock.



Figure 15.

It was the last post office to open in the valley, on December 1, 1921 with Alfred McNeill as the first postmaster. Figure 15 depicts the postmark proof strike. On April 18, 1924 it moved to the ranch of William J. Bort, who died in office on July 16, 1939. During his tenure, the house and post office burned down on November 26, 1935, with everything a complete loss. He was succeeded by his son Ladislav Bort, who held the position until May 15, 1945 when the post office permanently closed. Thereafter mail service was out of Lundbreck. When I went through the area in 2013, there was only one occupied ranch house.

### Summary

When the Livingstone Valley was first homesteaded, like many other areas in western Canada it was over-colonized, with too many settlers for what the land could support. The ranch house post offices in the south end of the Livingstone Valley were done in more by good roads connecting to the Crowsnest Pass than by depopulation, but the northern half of the valley simply could not support an agricultural community dense enough to justify post offices. The construction of a paved highway down the centre of the valley in the 1970s meant that rural mail delivery was faster and easier than running a post office could ever be. There are a few ranches left and a small provincial park, but no villages, not even a seasonal one for the tourist trade. The combination of depopulation and good roads finished off the post offices of the valley.

### Endnotes

- <sup>1</sup> Karamitsanis, Aphrodite, *Place Names of Alberta. Volume 1. Mountains, Mountain Parks, and Foothills*. University of Calgary Press, Alberta. Pages 46, 111, 142, 158, 179, 183, 248.
- <sup>2</sup> Information about postmasters: Library and Archives Canada (downloaded 2013-01-25) *Post offices and postmasters*. [www.collectionscanada.gc.ca/databases/post-offices](http://www.collectionscanada.gc.ca/databases/post-offices)
- <sup>3</sup> New Horizons Board of Pincher Creek, *Prairie Grass to Mountain Pass*. Pincher Creek Historical Society, Alberta 1974. Pages 321, 498, 509, 547, 555, 573 to 574, and 590 to 593.
- <sup>4</sup> Wagner, Norman E., "Unrecognized capital Livingstone, NWT, unrecognized postmark." *PHSC Journal* 113, 2003:21-23.

---

**Dale Speirs**, an active postal historian and researcher, is editor of the *Calgary Philatelist* (journal of the Calgary Philatelic Society, Alberta, Canada).

---

# American Postal History in Other Journals

by Douglas N. Clark

A large number of articles on U.S. postal history is being published each month. In order to present a useful survey of recent publications, it is necessary to adopt a rather narrow definition of postal history and to present what is more an index than a literary endeavor. Unlike an index, however, the present listing contains very little cross-referencing; so that a reader interested in trans-Atlantic mail should check each geographical location from which such mail might have originated. Editors not finding their publication reviewed here need only make sure the publication is available to the U.S. Associate Editor, at P.O. Box 427, Marstons Mills MA 02648-0427.

**Notice to Readers:** The job of U.S. Associate Editor is expected soon to become available. This is a tremendous opportunity to keep informed on developments in U.S. postal history. Interested parties should communicate with Postal History Society president J.J. Geraci, P.O. Box 4129, Merrifield VA 22116, j.j.geraci@att.net.

## General Topics

### Auxiliary Markings

Bar codes put on mail by the post office are explained in “The modern challenge the U.S. Postal Service sorts the mail” by David Crotty. The bar codes are related to the sorting of the mail, much of which is also explained in detail. *La Posta* 45, No. 2 (Second quarter 2014).

“Examined ... and cleared for processing...” [by postal inspector] appears on a label affixed to an oversized priority mail envelope of 2013. The use is explained as suspicion of a bomb enclosed, in “A Dangerous Donation” by Michael Litvak. *La Posta* 45, No. 3 (Third quarter 2014).

FORWARDED BY TRAIN type markings on airmail covers are illustrated by author Ed Close, “Can philatelic covers become postal history?” *Trans Post. Coll.* 65, No. 5 (September-October 2014).

“International ‘form of mail’ problems” by John M. Hotchner illustrates and explains such markings as “Unmailable-undersize for foreign mailing,” “Envelope required ref: IMM 224.4” and “return to sender/must not be sealed,” 1954-97. *La Posta* 45, No. 3 (Third quarter 2014).

“Mail delayed/roads impassable” marking (of Turtle Creek, PA, 1914) is illustrated and discussed by author Allison Cusick. *Pa. Post Hist.* 42, No. 4 (November 2014).

“Post office business free,” either in manuscript, handstamped or printed is shown on 11 covers and explained, 1836-61. Author is James W. Milgram. *Chronicle* 66 No. 3 (August 2014).

“Refused covers” by James W. Milgram illustrates several covers (ca.1850s) refused because the addressee would not pay postage due. Also illustrated are several post office forms that list refused prepaid letters as well as unpaid ones. *Chronicle* 66 No. 4 (November 2014).

Returned or forwarded APO or FPO addressed mail (1954-2000) is illustrated and analyzed in “U.S. auxiliary markings” by John M. Hotchner. *La Posta* 45, No. 2 (Second quarter 2014).



### **Highway Post Offices**

Rock Island & Effingham HPO is the subject of “Highway Post Offices” by William J. Keller.

The reorganizations of 1963 are described, with schedules, a map and postmark reproductions. *Trans Post. Coll.* 66, No. 1 (November-December 2014).

Washington, D.C. & Harrisonburg, VA HPO post card of 1941 is shown and it is argued that the use is non-philatelic. “Highway Post Offices” by William J. Keller, *Trans Post. Coll.* 65, No. 6 (September-October 2014).

### **Military Mail**

Civil War prisoners of war were allowed to send letters across the lines, enclosed in two envelopes, the outer addressed to the exchange point and the inner with postage of the home country of the soldier. The outside envelope was supposed to be destroyed. In “An outside envelope Civil War prison cover discovery,” author Galen Harrison shows such a cover, apparently the only “outside envelope” known. It is a turned cover, with the reuse a Richmond Confederate cover. The circumstance of this cover’s reuse is explained by the author. *Confed. Phil.* 59, No. 4 (Fourth quarter 2014).

General Banks’ Division of the Union Army had its own post office (in varying locations), from September 12, 1861 to November 27, 1862. In “Postmarks of the General Banks’ Division,” author Jim Cate illustrates the six postmark types, with a discussion of each. *Congress Book* 80 (2014).

Volunteer Militia troops from Massachusetts, Pennsylvania and New York arrived in Washington, D.C. shortly after the surrender of Fort Sumter, in April 1861 to defend the Capital. To get mail to these troops, which were at first cut off from the rest of the Union, a free express was set up. One of the individuals handling this mail being John Hoey of the Adams Express Co. Letters handled thus received the markings “Free for the Regiment” or variations thereon. In “Mail to and from United States forces protecting the Capital in April-June 1861,” author Scott R. Trepel describes the situation, shedding new light on events described in the philatelic press some 40 years earlier. *Chronicle* 66 No. 4 (November 2014).

### **Ocean Mail**

“Non-contract steamship mail during the pioneer steamship period” by Richard F. Winter deals with letters carried during the period 1838-48, by trans-Atlantic steamships having no contract to carry mail. The author goes systematically through the pioneer steamship companies, illustrating and analyzing a few covers. A complete list of pioneer steamship sailings has been omitted through an editorial oversight. *Congress Book* 80 (2014).

“Portland and Detroit exchange-office mails, part 1: development of an international transit mail system” by James A. Allen and Dwayne O. Littauer outlines Canadian plans for the Grand Trunk Railway which would broaden trade and overcome some of the difficulties of winter weather and describes the resulting mail system. Several maps help explain the plans. *Chronicle* 66 No. 3 (August 2014).

“Portland and Detroit exchange-office mails, part 2: covers and markings” by James A. Allen and Dwayne O. Littauer begins by showing British mails, then French convention and U.S.-Prussian convention mails. Finally, tracings of Detroit and Portland exchange office markings are shown. *Chronicle* 66 No. 4 (November 2014).

War of 1812 blockade run letters are illustrated in “Annals of the war of 1812: running the blockade of Boston” by Steven Walske, one from Newburyport to Russia and the other incoming from Sweden. *Chronicle* 66 No. 4 (November 2014).

War of 1812 blockade run letters are illustrated in “Annals of the war of 1812: running the blockade of New York” by Steven Walske. The historical background of the blockade and the situation of the two letters and the ships carrying them are described. *Chronicle* 66 No. 3 (August 2014).

#### **Post Office Forms**

Certificate of loss of valuable mail in manuscript (1842) is an example of a form required for a claim of missing mail. Russ Ryle discusses this in “Postal Forms,” *La Posta* 45, No. 2 (Second quarter 2014).

Uncanceled stamps report form of 1933 is “A form postal patrons were not supposed to see,” according to author Russ Ryle. *La Posta* 45, No. 3 (Third quarter 2014).

#### **Post Office History**

Postage paid per capita in the U.S. is analyzed geographically and for several business concerns, via post office account documents, 1790-1860. “Paying postage in antebellum America” by Diane DeBlois and Robert Dalton Harris, *Congress Book* 80 (2014).

#### **Railway Mail**

“Early transcontinental railroad covers” by James W. Milgram contains illustrations of two San Francisco covers sent by the newly completed transcontinental railroad. One, dated May 13, 1869, is the earliest recorded such cover, west to east. Dates in transit markings on the covers confirm a nine-day transit time across the country. *Chronicle* 66 No. 3 (August 2014).

Street car RPO covers from Seattle, Brooklyn and Rochester are illustrated to show dates which, in later years, became important dates. For example, December 7, 1908 and September 11, 1897. David A. Gentry, “News from the Cities,” *Trans Post. Coll.* 66, No. 1 (November-December 2014).

“Unlisted railroad postmarks” (no author specified) is a listing, with illustrations, of several recently discovered agent, station agent and R.P.O. postmarks (1874-1933). *Trans Post. Coll.* 65, No. 6 (September-October 2014), 66, No. 1 (November-December 2014).

#### **Rates**

“Domestic printed-matter rates and uses: 1845-1851” by Roland H. Cipolla II explores the rates applied to printed sheets, newspapers and pamphlets, illustrating seven covers. *Chronicle* 66 No. 3 (August 2014).

Mixing of first and lower class services in the same package is evidenced by a 1922 third class mailing attached to a first class envelope. Author Don Tocher calls this “Junk mail with a twist.” *La Posta* 45, No. 2 (Second quarter 2014).

#### **Stamps on cover**

“30c orange brown Bank Note stamp: new earliest documented use” by Burkhard Krumm contains an illustration of a cover bearing this adhesive and dated April 16, 1888, pushing back the earliest known use by more than four months. *Chronicle* 66 No. 4 (November 2014).

3c Navy Department official stamps privately used on two covers are shown, both marked as insufficiently paid, as they did not contain Navy Department business. “Intercepted illegitimate private uses of Navy official stamps” by Lester C. Lamphear III. *Chronicle* 66 No. 3 (August 2014).

“Color cancellations on the 1869 series: postal markings used as cancels” by Ed Field

deals with colored rate handstamps struck on 1869 issue adhesives. *U.S.C.C. News* 32, No. 3 (August 2014).

“Covers bearing U.S. 1847 stamps in combination with carrier and local stamps Part 1: Baltimore, Boston, Charleston and Cincinnati” by David D’Alessandris begins with statistics (percentage of 5c 1847 covers bearing carriers or locals, etc) and tables showing the number of each catalogue number of carrier or local seen with 1847 issue stamps. Then there are a few illustrations and essays about each of the cities (Baltimore, Boston, Charleston and Cincinnati). *Chronicle* 66 No. 4 (November 2014).

## **Geographical Locations**

### **Alaska**

Fort Wrangel postmarked card of 1879 is identified as “The earliest documented use of a governmental postal card in Alaska.” Author Don Glickstein identifies sender and addressee. *La Posta* 45, No. 3 (Third quarter 2014).

### **Arkansas**

Alder Brook Confederate cover is illustrated and the recipient identified. The cover is placed in the context of another Alder Brook and a Bowling Green, KY cover. Author Patricia A. Kaufmann begins by correcting an error in an auction description of the cover, hence the title “Lost and found: a cover from Alder Brook Arkansas.” *Confed. Phil.* 59, No. 3 (Third quarter 2014).

Little Rock postmark of 1947 leads to a biographical study of the addressee, “Mary White Ovington and the fight for racial equality” by Jesse L. Spector and Robert L. Markovits. *La Posta* 45, No. 2 (Second quarter 2014).

### **California**

California-shaped post cards of 1948 and 1955 are illustrated in “Postcard pursuit” by Charles A. Fricke. *La Posta* 45, No. 2 (Second quarter 2014).

San Diego exposition for the completion of the Panama Canal and its post office(s) is the subject of “The 1915 San Diego Panama California Exposition” by Charles Neyhart. Some 38 slogan and exposition station postmarks are identified and the ones applied in San Diego are illustrated and discussed. Additional information is added to the Bomar listings of these markings. *La Posta* 45, No. 3 (Third quarter 2014).

### **Colorado**

“Colorado flag cancellations” by Donald G. Beuthel is an illustrated essay on the types of American Postal Machine Company flag cancels known from the state, 1896-1939. Also included in the discussion are three ‘imitation’ flag cancels, handstamps resembling the flag machines. *Colo. Post Hist.* 29, No. 1 (August 2014).

“Barr Lake: marsh to reservoir to bird sanctuary” by Bill German contains a description of the area and illustrates a last day cover (1952). *Colo. Post Hist.* 29, No. 2 (November 2014).

“Greenland: small shipping center to large open space” by Bill German repeats Bill Bauer’s Colorado Encyclopedia description of the town and brings it up to date with a new paragraph. A 1911 cover is illustrated. *Colo. Post Hist.* 29, No. 1 (August 2014).

“Happyville...not a happy end” by Andy Murin tells the story of Happyville, moved to Heartstrong and then destroyed by fire. Covers of 1912 (Happyville) and 1922 (Heartstrong) are illustrated. *Colo. Post Hist.* 29, No. 2 (November 2014).

### **District of Columbia**

Old Capitol Prison cover (1864) with censor mark is illustrated and sender and recipient identified in “A black jack use from the Old Capitol Prison” by Patricia A. Kaufmann. The censor mark is often counterfeited and the real and fake types are identified. *La Posta* 45, No. 2 (Second quarter 2014).

### **Florida**

“Florida county and postmaster postmarks” by Deane R. Briggs contains illustrations of a sampling of covers with such markings. The author proposes to publish a book documenting Florida county and postmaster postmarks, although only 74 types are known at this time. One notable cover shown bears an Exeter, Sumter Co Fla. manuscript postmark. *Fla. Post. Hist. J.* 21, No. 3 (October 2014).

“Fort New Smyrna and the second Seminole War in East Florida” by Douglas S. Files is mostly about the relations between the Seminole Indians and white settlers in Florida, from the early 1700s to the mid 1800s. But it does bring in Fort New Smyrna at the end and illustrates a cover addressed to the fort. *Fla. Post. Hist. J.* 21, No. 3 (October 2014).

Pensacola 6th August 1768 is the heading of a cover illustrated and discussed by Deane R. Briggs. The contents of the letter are reproduced and its route by Falmouth packet to Pontefract, England indicated. “1768 Pensacola cover,” *Fla. Post. Hist. J.* 21, No. 3 (October 2014).

St. Augustine letter, reproduced and transcribed by author Deane R. Briggs, concerns “An 1827 St. Augustine orange shipment” to Connecticut. *Fla. Post. Hist. J.* 21, No. 3 (October 2014).

### **Georgia**

Election return envelope for an 1863 gubernatorial election is illustrated in “A rare 1863 election return envelope for the 46th regiment, Georgia Volunteers” by James C. Cate. The postmark, reading Chattanooga, Ten. was actually applied in north Georgia, according to the author. *Confed. Phil.* 59, No. 3 (Third quarter 2014).

Augusta, Brunswick, Macon, Milledgeville and Elberton express mail uses of 1837 and 1838 illustrate “Georgia express mail usages, Part 2” by James W. Milgram. *Ga. Post Roads* 22 No. 3 (Summer 2014)

Haynesville “Overcharged cover” of 1846 is illustrated by author Frank Crown and an “Overcharged 5/5” marking on the cover is explained. *Ga. Post Roads* 22 No. 3 (Summer 2014)

“Villa Rica, Ga. original V-mail sheets - rare survivors: Part 2” by Steve Swain concludes the author’s description of V-mail and a Villa Rica, GA example. *Ga. Post Roads* 22 No. 3 (Summer 2014)

### **Illinois**

Newton Bateman was Illinois Superintendent of Public Instruction 1858-75 and a founder of the University of Illinois. Mathew J. Morey writes “A postal history life of Newton Bateman, Lincoln’s little school master,” illustrating the story with covers addressed to Bateman and some pictures of buildings and people. *Ill. Post. Hist.* 35, No. 3 (August 2014).

Burton, its dates of establishment, discontinuance and reestablishment, its postmasters, their compensations, etc. are the subjects of “Postal history of Burton (Adams County) post office” by Jack Hilbing. Maps and clippings from the Daily Postal Bulletin are included. *Ill. Post. Hist.* 35, No. 4 (November 2014).



Chicago cover of September 25, 1860 is illustrated, with a separate CDS and killer, bridging the gap in the records of Leonard Piskiewicz, between separate and duplex CDS and killer. Roger D. Curran, "More on early Chicago duplex," *U.S.C.C. News* 32, No. 3 (August 2014).

"Chicago helicopter mail flights - the Illinois end of mail addressed to Wisconsin, 1949-1950" by James E. Byrne contains a description of the Contract Airmail service and an illustration of a first flight cover. *Badger Post. Hist.* 54, No. 2 (November 2014).

Chicago's suburbs known as crabgrass communities often used colored postmarks, between 1860 and 1916. "Colored postmarks from Chicago's crabgrass communities - a cover census from research by Harvey M. Karlin and Leonard Piskiewicz is authored by James E. Byrne and Piskiewicz. The census is augmented with eleven cover illustrations. *Ill. Post. Hist.* 35, No. 3 (August 2014).

### **Indian Territory**

Red Rock cover of 1884 with corner card of the Mississippi Valley Migration Control Station prompted author Joe H. Crosby to wonder what this cover had to do with Otoe Indian removal from the Territory. It turns out the Control Station had to do with bird migration, "A lesson learned" by the author. *Okla. Phil.* 3rd Quarter 2014.

### **Louisiana**

New Orleans cover of June 1, 1861 franked with U.S. 3c 1857 adhesive, is struck with a DUE 3 handstamp because it was overweight. It was posted on the first day when U.S. postage should not have been accepted in the Confederacy. Hence it is "A first day cover that escaped the system." Author is Patricia A. Kaufmann. *Confed. Phil.* 59, No. 4 (Fourth quarter 2014).

New Orleans steamboat *Julia Roane* is the subject of an article "The Confederate steamboat Julia Roane" by James W. Milgram. A cover with her oval packet mark is illustrated. It is dated by an enclosure as a Confederate use of U. S. adhesives. *Confed. Phil.* 59, No. 4 (Fourth quarter 2014).

New Orleans steamboat *Mary E. Keene* is the subject of an article by James W. Milgram. Three covers are shown, at least one being postal, with an oval handstamp of the boat and a New Orleans Confederate provisional adhesive. "The Confederate steamboat Mary E. Keene," *Confed. Phil.* 59, No. 3 (Third quarter 2014).

### **Maine**

Brunswick real photo post card, uncanceled, and sent to Miller, South Dakota, is woven into an essay about the times "Back before there was e-mail" by Diane DeBlois and Robert Dalton Harris. *Dak. Coll.* 31, No. 4, (October 2014).

### **Massachusetts**

Boston U.S. express mail cover, bearing 5c 1847 adhesive, is illustrated as a new addition to the 1847 issue online census. In "1847 issue cover to Newark New Jersey," author Mark A. Scheuer, who is keeper of the web site, gives a brief discussion of the site and reproduces the New Jersey listings. *NJPH* 42, No. 4 (November 2014).

### **Michigan**

"Crystal Falls to Pontiac in one day by steam" refers to a 1910 special delivery cover, whose route can be traced from three RPO backstamps. Author is Cary E. Johnson. *Peninsular Phil.* 56, No. 3 (Fall 2014).

Detroit/Marine P.O. is the postmark on a post card addressed to a steamer at Sturgeon Bay. From there it was forwarded to Sheboygan, Mich. and from there sent back to

the sender in Milwaukee. "A well-traveled post card in 1910" is written up by C. Wood. *Peninsular Phil.* 56 No. 3 (Fall 2014).

"Flushing to Detroit in 39 days, 1862" by C. Wood refers to a cover which undoubtedly encountered snowy land and ice. *Peninsular Phil.* 56, No. 3 (Fall 2014).

"Grayling, Mich. 1909 special delivery postal card" is illustrated by author C. Wood. *Peninsular Phil.* 56, No. 3 (Fall 2014).

### **New Hampshire**

Derry precanceled 6c adhesive pays the postage on a "Big bag of stamps" with H.E. Harris & Co. corner card (ca. 1958-9). Author Rick Stambaugh explains the rating and the Derry location for the Harris Company. *Maine Phil.* (Fall 2014).

### **New Jersey**

"New Jersey soldier letters in the Civil War" by Dennis A. Buttacavoli describes some of the difficulties of mail to and from soldiers. Three covers are illustrated and two letters transcribed. *NJPH* 42, No. 3 (August 2014).

Newark Express Co., New Jersey Express Co., New York Terminal Express Co., J.J. Oliver Express, Paterson Express Co., Reinhard's City Express Co., Stiles' Express, Van Rensselaer Rail Road Baggage Express, Ware's City Express and West Jersey Express Co. are dealt with in "Recently discovered private express memorabilia used in New Jersey: part IV (N to W)" by Bruce H. Mosher. *NJPH* 42, No. 3 (August 2014).

Bayonne City Dispatch operated briefly in 1883. In "N.J. Local posts: Bayonne City Dispatch," author Larry Lyons describes the operation and gives census data on the few known covers. *NJPH* 42, No. 4 (November 2014).

Bloomington is the subject of "Hometown post offices: Bloomington, NJ Zip 07403" (no author credited). The town is located on a map, two covers are illustrated (ca.1857 and 1883) and a list of postmasters is provided. *NJPH* 42, No. 4 (November 2014).

Burlington cover of 1767 with manuscript "Burlton" postmark is "An early Burlington postmarked cover," illustrated by authors Ed and Jean Siskin. Indeed it is the earliest Burlington postmark documented by the authors. *NJPH* 42, No. 3 (August 2014).

Green Village is the subject of "Hometown post offices: Green Village, NJ" by Jean Walton, with help from Don Chafetz. The town is located, three covers are illustrated and postmasters, from 1862 to 2005 are listed. *NJPH* 42, No. 3 (August 2014).

Greensburg, Newton and Middletown are the only New Jersey towns from which stampless county postmarked covers are known. In "New Jersey's stampless mail: county postmarks" author Robert G. Rose illustrates and discusses covers with these markings. *NJPH* 42, No. 3 (August 2014).

Millville was the location of Bradway's Despatch. Information about this 1857 local post, including illustrations of three of the four known covers, is contained in "N.J. Local posts: Bradway's Despatch, Millville, N.J." by Larry Lyons. *NJPH* 42, No. 3 (August 2014).

### **New York**

Brooklyn Circuit street car RPO postmark of a very late date (1914) is illustrated in "News from the cities" by David A. Gentry. *Trans Post. Coll.* 65, No. 6 (September-October 2014).

## North Carolina

“Salisbury, NC - a postal history” by Tony L. Crumbley traces the history of the town, illustrated with some 36 cover illustrations, 1793-1930. Notable are an 1838 cover to the Republic of Texas and the unique use of the Salisbury Confederate postmaster provisional. *N.C. Post. Hist.* 33, No. 4 (Fall 2014).

“Wilmington to Yarmouth, Nova Scotia” cover of 1846 is illustrated and the rate and routing explained. Author is David D’Alessandris. *N.C. Post. Hist.* 33, No. 4 (Fall 2014).

## Pennsylvania

Monroe and Montgomery Counties are the subject of “3rd update on Pennsylvania manuscript markings, part XVII” by Tom Mazza. Listings show town name, postmasters and their dates (during the periods of the makings listed), dates and number of markings reported. *Pa. Post Hist.* 42, No. 4 (November 2014).

Remailing cards are post cards that are systematically forwarded to a number of persons, with a stamp added for each forwarding. In “More on remailing postcards; two from Pennsylvania” author Allison Cusick illustrates two examples. *Pa. Post Hist.* 42, No. 3 (August 2014).

“Corry fancy cancels, part 2” (author not listed) continues an earlier census of killers in the shape of animals, stars, faces and quartered cork (1860s-Bank Note period). *U.S.C.C. News* 32, No. 3 (August 2014).

“General Pike P.O., Chester County” cover of 1831 is illustrated and the town located on a map by author William R. Schultz. *Pa. Post Hist.* 42, No. 4 (November 2014).

Hat cover, ca.1855, is illustrated and its discovery discussed by author Richard Colberg in “A new find second Hat (Lancaster County), Pa. cover discovered.” *Pa. Post Hist.* 42, No. 4 (November 2014).

Philadelphia collector Norman Shachat writes of “The rimless ‘Philadelphia/Pa.’ duplex handstamp 1879-1880.” He lists ten new uses to add to his published census. *Pa. Post Hist.* 42, No. 4 (November 2014).

Philadelphia octagonal postmark, used 1834-36, is reported struck in black ink, previously known only in red. Examples of black 1839 circular Philadelphia postmarks are also illustrated. Rick Leiby is the author of “A black Philadelphia octagon from 1835 some other black Philadelphia markings from 1839.” *Pa. Post Hist.* 42, No. 4 (November 2014).

“Philadelphia to Dresden, 1899” by Norman Shachat details the author’s efforts to check the date of a postmark on a 5c first Bureau adhesive. It turned out not to be an EKU of the stamp, but an LKU of the Philadelphia postmark. *Pa. Post Hist.* 42, No. 4 (November 2014).

Pittsburgh cover dated August 21, 1861, is “The earliest 1-cent 1861 use at Pittsburgh” according to author Bob McKain, who includes an illustration of the cover. *Pa. Post Hist.* 42, No. 4 (November 2014).

Sergeant is one of the “Discontinued post offices in McKean County,” the subject of an article by Ronald J. Yeager. An 1828 letter free franked by Sergeant postmaster P.E. Scull is illustrated. Covers with the town’s later names of Clermontville and Clermont are also illustrated. There is a follow-up note in the next issue of the Historian. *Pa. Post Hist.* 42, No. 3 (August 2014).

“Smoke Run, Clearfield County, Pa.” is the subject of an article by Richard Ball, who illustrates the application for a post office in 1890 by his great grandfather, Charles Cornell Ball, who became the first postmaster. *Pa. Post Hist.* 42, No. 4 (November 2014).

“Snow Shoe, Pennsylvania” is described and some details of its founding, with a list of postmasters, are given. A 2013 postmark is illustrated. Author is Paul Petosky. *La Posta* 45, No. 2 (Second quarter 2014).

Somerset used an American Postal Machines Co. flag cancel from 1907-1923. “The Somerset Ovale flag cancel: 1907-1923” by Allison Cusick contains illustrations of the marking with two different dials and discusses the history of the machine. *Pa. Post Hist.* 42, No. 3 (August 2014).

Torpedo and Bruin postmarks are shown on covers with patriotic cachets, to illustrate “World War II patriotic covers and postmarks - Pennsylvania philatelic novelties” by Steve Swain. *Pa. Post Hist.* 42, No. 3 (August 2014).

York to Ft. Pitt letter of 1792, addressed to General “Mad” Anthony Wayne prompts author Daniel M. Telep to write “Major General Anthony Wayne: an introduction to Legionville,” a brief biography of Wayne at the time of the letter. *Pa. Post Hist.* 42, No. 3 (August 2014).

### **Rhode Island**

Providence cover, docketed 1875, and addressed to Rev. Prof. Geo. F. Seymour DD, leads to a lengthy account of Rev. Seymour’s activities and his denunciation by another Episcopalian Cleric. “The canon on ritual,” by Jesse I. Spector and Robert L. Markovits. *La Posta* 45, No. 3 (Third quarter 2014).

### **South Dakota**

Territorial Fairs were held in South Dakota from 1875 into the late 1880s. Illustrated covers commemorating the fairs are illustrated in “The postal history of Dakota territorial fairs” by Ken Stach. *Dak. Coll.* 31, No. 4, (October 2014).

Aberdeen, Big Stone City, Faulkton, Mitchell, Huron and Watertown all claimed to be among “The many railway hubs of South Dakota” as shown by illustrated covers reproduced in an article by Ken Stach. *Dak. Coll.* 31, No. 4, (October 2014).

Yancton, D.T., Yanckton, Daka. and Yankton, Dak. are the spellings in different postmarks, creating what author Ken Stach refers to as “The Yankton postmark trilogy.” A number of covers are illustrated, 1861-1870s. *Dak. Coll.* 31, No. 3, (July 2014).

Yankton, Dak cover of 1889 is illustrated and discussed as “A beginner’s first ‘find’.” Author is Douglas Chapman. *Dak. Coll.* 31, No. 4, (October 2014).

### **Tennessee**

“Tennessee express mail usages” by James W. Milgram illustrates express mail covers postmarked at Tennessee post offices, 1837-39, and discusses the end of the service. *Tenn. Posts* 18, Part 1, No. 2 (August 2014); Part 2, No. 3 (December 2014)

Chattanooga cover, fashioned from a sheet of unused checks, causes author Jim Cate to title this article “The check is in the mail - a Chattanooga CSA adversity cover - 1862.” *Tenn. Posts* 18, No. 1 (April 2014).

Memphis was founded along the Mississippi River at a point known as the “Fourth Cherokee Bluff.” The settling of this area, asserting the authority of the settlers over the native Indians and attempts to establish a post office there form the contents of “Written communications to, from and through the Fourth Chickasaw Bluff prior to the establishment of the Memphis post office” by Jerry Palazolo. Covers to and from the area in 1809, 1819, 1820, 1821 and 1822 are illustrated. *Tenn. Posts* 18, No. 1 (April 2014).



## Texas

“Post Offices at World War II Texas military installations” by John Germann is a listing of all installations with post offices including dates of operation. A few covers are illustrated. *Tex. Post. Hist. Soc.* Vol. 39, No. 3 (August 2014).

“William V. Hannay 12,000 WWII patriotic covers” by Marvin Gorley tells the military history of Hannay as an officer and his role as a collector, sender and designer of covers with World War II patriotic cachets. Emphasized is his assignment to Camp Maxey, Texas. *Tex. Post. Hist. Soc.* Vol. 39, No. 3 (August 2014).

Bryan City, Texas/C.W.G.-PM postmarks of 1869 are illustrated and discussed in “More ‘Bryan City’ postal appellations” (author not specified). Apparently, Bryan City was never the official name of Bryan, Texas. *Tex. Post. Hist. Soc.* Vol. 39, No. 4 (November 2014).

“El Paso professor kept in touch with his students during World War I” by Tom Koch recounts incidents involving students and faculty at the (Texas) State School of Mines and Metallurgy. A 1918 cover sent to a soldier in France and returned is illustrated. *Tex. Post. Hist. Soc.* Vol. 39, No. 4 (November 2014).

Houston (Confederate) postmaster and Galveston chief (postal) clerk signed letters in 1906 and 1907 describing how they prepared postmaster provisional stationery during the war. “The CSA postmaster of Houston and chief clerk of Galveston, Texas during the Civil War ‘speak out’,” by Thomas Richards, *Confed. Phil.* 59, No. 3 (Third quarter 2014).

## Vermont

“Vermont RFD postmarks: a revised listing” by Bill Lizotte updates, corrects and comments on previous listings. A complete listing of types seen from Vermont is included, along with a list of establishment dates, through 1904. *Vermont Phil.* 59, No. 3 (August 2014).

Grilled adhesives of the 1861, 1869 and 1870 issues, on covers postmarked in Vermont towns, are the subject of “Grillin’ in Vermont” from an exhibit by Paul Abajian. *Vermont Phil.* 59, No. 3 (August 2014) and No. 4 (November 2014).

Castleton postmark tying 1c 1857 adhesive to a catalogue of faculty and students at Castleton Medical College is the earliest use of a 1c government issued perforated stamp (July 25, 1857). “Cover of the issue,” author not specified, *Vermont Phil.* 59, No. 4 (November 2014).

Georgia, VT War of 1812 letter dated September 17 1814, is transcribed and an inside panel illustrated in “Vermont at the Battle of Plattsburg.” (no author specified). *Vermont Phil.* 59, No. 3 (August 2014).

Lyman Station, Sheldon EKU and a West Enosburg Civil War letter are illustrated in “The Post Horn” by Bill Lizotte. *Vermont Phil.* 59, No. 3 (August 2014).

“Office request envelopes,” postal stationery entires with the post office of origin preprinted by the envelope manufacturer, are the subject of an article by Glenn Estus. Examples with Vermont RFD return addresses are listed. *Vermont Phil.* 59, No. 3 (August 2014).

RFD updates, Tinmouth octagon, “paid over 3” arc postmarks, South Barton oval, Basin Harbor Doane and South Halifax EKU are the subject of “The Post Horn” by Bill Lizotte. *Vermont Phil.* 59, No. 4 (November 2014).

Windham County is the subject of “Annual DPO sampler” by Bill Lizotte. Covers

postmarked Bartonsville, East Putney, Fayetteville, Green River, Hammonds Mills, North Wardsboro, South Wardsboro, Point Pleasant and Sadauga are illustrated. In addition, Windham County post offices are listed, with year dates and a scarcity rating. *Vermont Phil.* 59, No. 4 (November 2014).

### **Virginia**

Norfolk Confederate cover franked with 5c adhesive and with printed corner card of "Sergeant's Office" prompts author James L. D. Monroe to pose and answer the question "What is a sergeant's office?" (Answer: a sheriff's office.) The same article appeared in *La Posta* 45, No. 2 (Second Quarter 2014). *Confed. Phil.* 59, No. 3 (Third quarter 2014).

Tudor Hall Confederate Officer's letter of 1861 is illustrated and the writer identified as the subject of a book, *A Gentleman and an Officer*. In "An Aristocratic Planter goes to War" author Patricia A. Kaufmann outlines the planter's life. *La Posta* 45, No. 3 (Third quarter 2014).

Winchester Confederate soldier's letter is illustrated and the contents transcribed to present a picture of the soldier's march from Virginia into Pennsylvania. The handling of Confederate prisoners by the Yankees is also described in the article. Stefan T. Jaronksi, "When postal and human history intersect," *Confed. Phil.* 59, No. 3 (Third quarter 2014).

### **Washington**

Longmire cover of 1916, an advertising cover for the Mt. Ranier National Park Hotel & Transportation Co., is also "A Mt. Ranier cover censored in World War I." Author is Peter Martin. *La Posta* 45, No. 2 (Second quarter 2014).

### **Wisconsin**

Dodge post card of December 25, 1918 is illustrated as an example of "Not home for Christmas - Wisconsin mail to a man in service, December 1918," by author James E. Byrne. *Badger Post. Hist.* 54, No. 1 (August 2014).

"Milwaukee & Mississippi Express Company" cover is illustrated by author Bob Baldridge. The cover, an undated Nesbitt entire, bears the manuscript marking "Holton & Co. Express." A contemporary newspaper clipping about the express company is also illustrated. *Badger Post. Hist.* 54, No. 2 (November 2014).

"Milwaukee's 'Cameo' covers," 20 examples, are illustrated by author Bob Baldridge. *Badger Post. Hist.* 54, No. 1 (August 2014).

### **Journal Abbreviations**

*Aux. Marks* = *Auxiliary Markings*, Anthony Wawrukiewicz, 3130 SW Wilbard St., Portland OR 97219.

*Badger Post. Hist.* = *Badger Postal History*, Ken Grant, E11960 Kessler Rd. Baraboo WI 53913 and William B. Robinson, 1641 Bruce Ln., Green Bay WI 54313-5503.

*Chronicle* = *Chronicle of the U.S. Classic Postal Issues*, Michael Laurence, 324 East 41st Street, Apartment 1001-C, New York N.Y. 10017.

*Colo. Post Hist.* = *Colorado Postal Historian*, Bill German, 1236 Sequerra St., Broomfield CO 80020.

*Confed. Phil.* = *Confederate Philatelist*, Peter Martin, PO Box 6074, Fredericksburg VA 22403.

*Congress Book* = *The Congress Book 2012*, Kenneth Trettin, Box 56, Rockford IA. 50468-0056.

*Dak. Coll.* = *Dakota Collector*, Gary Anderson, Dakota Postal History Society, P.O. Box 600039, St. Paul MN 55104.

*Fla. Post. Hist. J.* = *Florida Postal History Journal*, Deane R. Briggs, 160 E. Lake Howard Dr.,

Winter Haven FL 33881.

*Ga. Post Roads* = *Georgia Post Roads*, Douglas N. Clark, Box 427, Marstons Mills MA 02648.

*Ia. Post. Hist. Soc. Bull.* = *Iowa Postal History Society Bulletin*, William Dall, P.O. Box 1375, Dubuque IA 52004.

*Ill. Post. Hist.* = *Illinois Postal Historian*, Leonard Piskiewicz, 951 Rose Court, Santa Clara CA 95051.

*La Posta* = *La Posta: A Journal of American Postal History*, Peter Martin, PO Box 6074, Fredericksburg VA 22403.

*Maine Phil.* = *The Maine Philatelist*, Max Lynds, P.O. Box 761, Houlton ME 04730-0761.

*N.C. Post. Hist.* = *North Carolina Postal Historian*, Tony L. Crumbley, PO Box 681447, Charlotte NC 28216.

*NJPH* = *NJPH The Journal of New Jersey Postal History Society*, Robert G. Rose, P.O. Box 1945, Morristown NJ 07062.

*Oh. Post. Hist. J.* = *Ohio Postal History Journal*, Alan Borer, 568 Illinois Ct., Westerville OH 43081.

*Okla. Phil.* = *The Oklahoma Philatelist*, Reggie Hofmaier, 4005 Driftwood Circle, Yukon OK 73099.

*Pa. Post. Hist.* = *Pennsylvania Postal Historian*, Norman Shachat, 382 Tall Meadow Lane, Yardley PA 19067.

*Peninsular Phil.* = *The Peninsular Philatelist*, Charles A. Wood, 244 Breckenridge West, Ferndale MI 48220.

*Post. Hist. J.* = *Postal History Journal*, Diane DeBlois and Robert Dalton Harris, Box 477, West Sand Lake NY 12196.

*Prexie Era* = *The Prexie Era*, Louis Fiset, 7554 Brooklyn Avenue NE, Seattle WA 98115-1302.

*Tenn. Posts* = *Tennessee Posts*, L. Steve Edmondson, P.O. Box 871, Shelton WA 98594.

*Tex. Post. Hist. Soc. J.* = *Texas Postal History Society Journal*, Tom Koch, 1013 Springbrook Dr., De Soto TX 75115.

*Trans. Post. Coll.* = *Transit Postmark Collector*, Douglas N. Clark, P.O. Box 427, Marstons Mills MA 02648.

*U.S.C.C. News* = *U.S. Cancellation Club News* 28, No. 8 (November 2007), Roger D. Curran, 20 University Ave., Lewisburg PA 17837.

*Vermont Phil.* = *The Vermont Philatelist*, Glenn A. Estus, PO Box 451 Westport NY 12993.

---

### U.S. Postal History in other Books

Leo Damrosch, the Ernest Bernbaum professor of literature at Harvard, gives a clear picture of the importance of the postal subsidy for newspapers in the early Republic, in his 2010 book, *Tocqueville's Discovery of America*.

After Alexis de Tocqueville toured America in 1831 (ostensibly to examine prisons but he observed, and published about, everything) he wrote in the margin of his manuscript for *Democracy in America*: "After the people themselves, the press represents the most irresistible power that exists in America." Damrosch summarizes: "The ubiquity of newspapers was in fact the fruit of a deliberate policy going back to the nation's founding. To encourage far-flung regions to bond together, Congress promoted an excellent postal system and subsidized the cheap circulation of papers (which were, as a rule, weeklies outside the big cities). They now [1831] made up 90 percent of the mail but paid only 10 percent of postal fees. In 1790 there had been seventy-five post offices in the entire country, in 1815 there were three thousand, and by 1830 there were eight thousand. Since there was no home delivery, post offices also became village gathering places."

# Foreign Postal History in Other Journals

by Joseph J. Geraci

Frequently, general or specialized philatelic periodicals publish good foreign postal history articles. If one is not a member of that society or does not subscribe to that journal for one reason or another, that particularly useful article may be missed. The purpose of this compendium is to list and briefly describe as many significant foreign postal history articles as we have seen. No doubt there will be other good articles which we have missed that are equally as valuable in postal history content, and we would be obliged if our readers would call them to our attention for inclusion in the next compendium. Thank you for your assistance!

## General – Color Perception

“Color Perception and Electronic Sampling in Philately: How Reliable Is It?” by Robert P. Odenweller, describes the search for a color standard, mentions the problem of stamps as being inconstant subjects, and discusses his attempts to use the capabilities of a computer and scanner to establish color standards, without much success. But it is a good start. (*The Collectors Club Philatelist*, Vol. 92, No. 4, July-August 2013. The Collectors Club, 22 East 35th Street, New York, NY 10016-3806.)

## General – Expertization

“retroReveal: A New Tool for Philatelists,” by Robert P. Odenweller, describes a new free program which can enhance faint postmarks or overprints making them quite bold, or in the reverse, making the stamp very clear, or see an erased address on a cover, or perhaps see repairs or filled in areas of a stamp. A very useful program. (*The Collectors Club Philatelist*, Vol. 92, No. 5, September-October 2013. See address of contact under General - Color Perception.)

## Austria

“The Lloyd Austriaco Ships Serving the Near East, 1891-1918,” by Denis Vandervelde, illustrates a number of covers and post cards bearing scarce to rare Austrian Lloyd datestamps. (*Postal History*, No. 346, June 2013. Postal History Society, Secretary Steve Ellis, 22 Burton Crescent, Stoke-on-Trent, ST1 6BT, England, UK.)

“The World War One Refugee Camp at Gmünd and its Postal Operations,” by Inger Kuzych, describes the establishment of a refugee camp at Gmünd, Lower Austria, where construction was begun in 1914, to house mostly Ukrainian refugees fleeing from Russian forces pushing into Galicia and Bukovina. Life in the camp and postal services available are described. (*The Congress Book 2013*, The American Philatelic Congress, 2013. Secretary Ross A. Towle, 400 Clayton Street, San Francisco, CA 94117.)

## Belgium

“French Interventions in the Bipartite Belgian Struggle for Independence (1830-1832),” by Stanley J. Luft, tells the story of the Belgian Revolution and the French Armée du Nord which intervened on Belgium’s behalf. A census of Armée du Nord markings is appended, 1830-1832. (*Military Postal History Society Bulletin*, Vol. 52, No. 2, Spring 2013. Secretary Louis Fiset, P.O. Box 15927, Seattle, WA 98115-0927.)

“1834 Letter from Belgian-occupied Venlo to Grave in The Netherlands,” by Franklin Ennik, discusses an unusual delivery route for a letter across the Belgian border to Kaldenkirchen, Prussia, where it was placed in the mails and sent on to Grave in The Netherlands. (*Netherlands Philately*, Vol. 37, No. 5, June 2013. Magazine of



the American Society for Netherlands Philately, Secretary Ben H. Jansen, 1308 Pin Oak Drive, Dickinson, TX 77539-3400.)

### **Brazil**

“Da Rio de Janeiro a Venezia via Lisbona,1775-1782,” by Adriano Cattani, discusses three letters , two of which originated from a business firm at Lisbon who was an intermediary between a Venetian business firm and a transplanted Italian business firm, located in Rio de Janeiro. The third letter written at Lisbon in 1782, mentions two parrots which had been consigned to the captain of the vessel, *La Sapienza*, which had left Rio and was on its way to Venice. All three letters concern business matters and illustrate trade going on between Venice and the New World at this early date. (*Bollettino Prefilatelico e Storico Postale*, No. 175, June 2013. Associazione per lo Studio della Storia Postale, Editor Adriano Cattani, Casella Postale 325, I-35100 Padova, Italy.)

### **British West Indies, General**

“Updates on Civil Censorship Devices in the British West Indies,” by Darryl Fuller, expands our knowledge concerning censor markings, tapes, and earliest and latest dates known for censorship on Antigua, Barbados British Guiana, Jamaica, Grenada, St. Kitts and Trinidad. (*Journal of the British Caribbean Philatelic Study Group*, No. 252, July-September 2014. British Caribbean Philatelic Study Group, Secretary Mary Gleadall, 394 Kanasgowa Dr., Connetsee, Brevard, NC 28712.)

### **Canada**

“Postal History of End-Of-Track, Alberta,” by Dale Speirs, researches the history of a small office called “Mount Laggan”, its location and its relationship to End-Of-Track, British Columbia, 1884-1886. (*Calgary Philatelist*, No. 129, August 2014. Calgary Philatelic Society, P.O. Box 1478, Calgary, Alberta T2P 2L6, Canada.)

“Postal History of Calgary: Gross Revenues,” by Dale Speirs, has compiled gross revenues for Calgary from the annual reports of the Postmaster General, in chart form, and presents that data from 1884 through 1952. Separately, gross revenues for the seven sub-offices are shown from 1907 through 1911. This is valuable data as it shows us how busy the office was and how it grew over time. (*Calgary Philatelist*, No. 128, July 2014. See address of contact under first entry for Canada.)

“Postal History of Alberta: Beiseker and Irricana, Part 1,” by Dale Speirs, traces the history of these two pioneer post offices located close together on the Canadian Pacific Railway and Canadian National Railway lines, 1910 to present. (*Calgary Philatelist*, No. 130, October 2014. See address of contact under first entry for Canada.)

“Canadian Military Hospitals at Sea, 1914-1918,” by Jonathan C. Johnson, records the history of six hospital ships and ambulance transports, and illustrates covers posted on them. (*BNA Topics*, No. 540, Third Quarter 2014. Journal of the British North American Philatelic Society, Circulation Manager Wayne Smith, 20 St. Andrews Road, Scarborough , ON M1P 4C4, Canada.) (This issue of *BNA Topics* is devoted to articles commemorating the one hundredth anniversary of the beginning of the Great War.)

“The Canadian Expeditionary Force in World War I: A Chronology,” by Larry Goldberg, is a useful general list incorporating only the active dates in the war record of the Canadian Expeditionary Force, 1914-1918. (*PHSC Journal*, No. 157, Spring 2014. Postal History Society of Canada, Back Issues, Gus Knierim, P.O. Box 3044, Stn.

C, Kitchener, ON Canada N2G 4R5.) (It should be noted that this issue of *PHSC Journal* is devoted to articles coinciding with the one hundredth anniversary of the beginning of the Great War.)

“New Great War ‘Neutral’ Civil Censorship Listing,” by Dean W. Mario, adds to the known civil censorship manuscript markings found on mail to neutral countries, like the United States, 1916-1917. (*PHSC Journal*, No. 157, Spring 2014. See address of contact under fifth entry for Canada.)

“An Overview of World War I Patriotic Flag Censors,” by Douglas Lingard, organizes the different styles and types of slogan flag censors encouraging the purchase of war bonds and promoting patriotism in both the French and English languages, 1917-1918. (*BNA Topics*, No. 540, Third Quarter 2014. See address of contact under fourth entry for Canada.)

“Postal History of the Great War,” by Victor Willson, provides an overview of mail from Canadian or British soldiers addressed to Canada, mail to other places, mail to the United States, mail to Canadians in other armies, and mail addressed to soldiers on active duty. (*BNA Topics*, No. 540, Third Quarter 2014. See address of contact under fourth entry for Canada.)

“Beamsville,” by Eugene Labiuk, provides the background behind the establishment of this military training camp at Beamsville, Ontario, and illustrates the military datestamp utilized there, 1918. (*PHSC Journal*, No. 157, Spring 2014. See address of contact under fifth entry for Canada.)

“Civil Censorship, Japan and the Great War,” by R. Parama, discusses possible reasons why mail to Japan was Censored by Canada, even though the Japanese were allied with the Western Powers, 1918-1919. (*PHSC Journal*, No. 157, Spring 2014. See address of contact under fifth entry for Canada.)

“P.O.D. Rules and Regulations,” by Gus Knierim, transcribes paragraphs 147 through 149 of the 1948 instructions, indicating treatment of registered mail, the proper form to be utilized for recording registered mail, and indication of money packets, articles other than letters and items shipped C.O.D. (*PHSC Journal*, No. 157, Spring 2014. See address of contact under fifth entry for Canada.)

### **Colombia**

“More on the Ferrocarril de la Sabana,” [by Thomas P. Myers], illustrates several postmarks applied on mail carried by this rail line linking the countryside with Bogota, 1905-1917. (*Copacarta*, Vol. 30, No. 4, June 2013. Journal of the Colombia/Panama Study Group, Secretary Scott Scaffer, 15 Natureview Trail, Bethel, CT 06081.)

“Air Mail Special Delivery to the United States in the pre-Mancomum Era,” by Thomas P. Myers, illustrates and describes several special delivery air mail covers sent between the United States and Colombia, bearing both Colombian and United States stamps. (*Copacarta*, Vol. 30, No. 4, June 2013. See address of contact under first entry for Colombia.)

### **Cuba**

“Maritime Mail Via the Caribbean, 1779-1879,” by Luis Alemany Indarte, provides a broad outline of Spanish maritime mails between the home country and the Spanish possessions in America and, takes in its stride, mails carried by Spanish, British, French and American services, discussing precursors and mail routes. Much history is outlined, and many fine covers are illustrated. (*Journal of Cuban Philately, Special*

*Studies Monograph No. 7.* International Cuban Philatelic Society, Secretary Laura Maria Herrera, P.O. Box 34434, Bethesda, MD 20827.)

“New Notes on Cuban Acknowledgements of Receipt,” by Ramón Mallón Bauzá, summarizes current knowledge concerning the Acknowledgement of Receipt (A.R.) Regulations and Postal markings utilized in Cuba, 1893-1904. (*Journal of Cuban Philately*, No. 17, July-September 2014. See address of contact under first entry for Cuba.)

“Spanish Prisoner of War Mail during the Spanish-Cuban/ American War (1898),” by Yamil H. Kouri, Jr., identifies the various camps where Spanish soldiers and officers were housed in Key West, Florida, Fort McPherson, Georgia, Annapolis, Maryland, Camp Long, Portsmouth, New Hampshire, and the vicinity of Santiago, Cuba, awaiting repatriation to Spain. The prisoners were treated as honored guests, and some, including Admiral Cervera, were allowed to leave the camp, only promising on their honor to return. (*The Congress Book 2013*, The American Philatelic Congress, 2013. See address of contact under Austria.)

#### **Curaçao (Netherlands Antilles)**

“When Necessity Over-ruled the Rules,” by Dick Phelps, provides examples of the use of new stamps, before the official first day of issue, in order to alleviate the shortage of certain denominations, 1892-1893. (*Netherlands Philately*, Vol. 37, No. 5, June 2013. See address of contact under second entry for Belgium.)

#### **France**

“Lettere Sigillate con Fili di Seta,” by Massimiliano, brings to our attention a Sixteenth to Eighteenth Century practice developed in France, of sealing personal letters with silk threads. Generally these letters were not carried through the mails, but privately. Once a letter was written, it was folded closed. Silk threads were attached to the front of the letter by means of sealing wax. Then the threads were passed over where the opening was and attached to the back of the letter by another dab of sealing wax, thus preventing the letter from being opened without it being discovered. (*Il Foglio*, No. 176, June 2013. *Rivista dell’Unione Filatelica Subalpina*, Via Petrarca 12, 10126 Torino, Italy.)

“Embarghi Postali: Le Relazioni tra Gran Bretagna e Francia dal 1793 al 1815.” (See under Great Britain.)

“The Road to Postage Due Penalties between the UK and France, 1840-55.” (See under Great Britain.)

“Detoured Alsace-Lorraine Mail – 1870 and Beyond,” by Stan Luft, reprints an earlier article with some minor modifications, breaking down the study into three sections; [1] “Wartime Detoured Mail (August 1870-January 1871)” [2] “Postwar Occupation Detoured Mail (February-March 1871)” and [3] “Post Occupation Detoured Mail (March 1871 on).” The author analyses the routes taken through neutral Switzerland for both incoming and outgoing mail. (*Journal of the France & Colonies Philatelic Society*, No. 273, September 2014. Secretary P.R.A. Kelly, Malmsy House, Church Road, Leigh Woods, Bristol, BS8 3PG, England, United Kingdom.)

“Letters of Officers of the French Military Mission Sent through the Japanese Post,” by Matsumoto Jun Ichi, studies several letters sent to France, utilizing the newly formed Japanese postal system, rather than through the French post office in Yokohama, by members of the French military mission, 1877-1880. (*Japanese Philately*, No. 400, August 2013. International Society for Japanese Philately, Assistant Publisher, Lee R. Wilson, 4216 Jenifer Street N.W., Washington, DC 20015.)

### **France, Offices Abroad, Levant**

“French Post Office Gems,” by Syd Samuels, provides illustrations of postmarks of the French offices in Jaffa and Jerusalem, as well as some interesting covers. (*The Israel Philatelist*, Vol. 65, No. 3, Summer 2014. See address of contact under first entry for Israel.)

### **French Oceania**

“The Era of the French Colonial Allegorical Group Type: Military Mail from New Caledonia and French Oceania.” (See under New Caledonia.)

### **Germany**

“Destination: Holland (Escape from Germany),” by J. Michael Powell, illustrates a Red Cross British Prisoner of War postcard, and a Dutch postcard from Rotterdam to Ontario, Canada, in this article describing the harrowing escape of three Canadian prisoners of war from Celle lager, in Germany, to Holland in September 1916. Both cards have to do with one of the escapees. (*BNA Topics*, No. 540, Third Quarter 2014. See address of contact under fourth entry for Canada.)

“Mail to Italy From Crete & Aegean After the 1943 Armistice [Part III].” (See under Italy.)

### **Great Britain**

“Embarghi Postali: Le Relazioni tra Gran Bretagna e Francia dal 1793 al 1815,” by Luca Lavagnino, provides a table of events occurring between Britain and France during the period 1793 to 1815, showing which routes were open and when, and illustrates several covers passing between the two countries during this on again, off again, War. (*Il Foglio*, No. 176, June 2013. See address of contact under first entry for France.)

“‘Care of Mr. Waghorn’ via Overland Route,” by Fabrizio Delmastro, reviews the history of the development of the Overland Mail Route between Great Britain and India, the events leading up to Waghorn’s involvement, and illustrates two covers which travelled this route. (*Il Foglio*, No. 176, June 2013. See address of contact under first entry for France.)

“The Road to Postage Due Penalties between the UK and France, 1840-55,” by Paul J. Phillips, concentrates on the routes to Europe and the United States, where the 1848 Agreement was an incentive for progress in Europe, making rates reciprocal and incorporating the requirement for prepayment of international postage and a penalty for non-compliance. (*The Congress Book 2013*, The American Philatelic Congress, 2013. See address of contact under Austria.)

“WWI -GB -‘Half-Crown’ Letters for Express Censorship,” by Graham Mark, describes a scheme which was set up in July 1915 whereby the censors would guarantee the prompt censorship and dispatch of business letters posted under certain conditions, upon payment of a fee of two shillings six pence. A census of covers known to have passed through this service is appended. (*Civil Censorship Study Group Bulletin*, No. 179, July 2013. Secretary Charles LaBlonde, 15091 Ridgefield Lane, Colorado Springs, CO 80921.)

### **Greece**

“WWII – Everywhere but Greece – The Travels of a WWII African Airmail to Greece, Returned Due to Suspension of Services,” by Adrian Ritoridis, describes the odyssey of a cover originally mailed in Douala, Cameroun, on September 12, 1940, and



addressed to Lesbos, Greece, through some bad luck was not sent by air but by sea, which meant that before it arrived communications with Greece had been severed, forcing this letter to be returned to its sender. (Published in both the *Journal of the France & Colonies Philatelic Society*, No. 273, September 2014, and the *Civil Censorship Study Group Bulletin*, No 179, July 2013. See name of contacts under fourth entry for France, and the fourth entry for Great Britain.)

#### **Iceland**

“Express Letter Rates of Iceland,” by Brian Flack, explores the initiation of express mail (special delivery) services under the UPU Agreements, and in particular for Iceland. Iceland’s express mail service began July 1, 1902, and the author transcribes important portions of the Regulations. Postal tariffs are indicated for inland and foreign express mail services. (*The Posthorn*, No. 276, August 2013. Journal of the Scandinavian Collectors Club, Secretary Alan Warren, P.O. Box 39, Exton, PA 19341-0039.)

#### **Indian States – Bahawalpur**

“Bahawalpur State Stamps: An Enigma. An Appraisal of Political Developments with Special Reference to Postal History,” by Brigadier General Anwar-Ul-Haq Dar, reviews the background and events leading up to the issuance of stamps by Bahawalpur and concludes that they never had any postal validity but were a creation of the Nawab ruling the State. (*The Collectors Club Philatelist*, Vol. 92, No. 5, September-October 2013. See address of contact under General - Color Perception.)

#### **Ionian Islands**

“Episodi Postali tra il Ducato di Modena e le Isole Jonie.” (See under Modena.)

#### **Israel**

“Israel Foreign Postal Rates [to New Zealand], May 16, 1948 to December 31, 1954,” by Ed. Kroft, illustrates a number of covers showing airmail and registered letter rates to New Zealand. (*The Israel Philatelist*, Vol. 65, No. 3, Summer 2014. Journal of the Society of Israel Philatelists, Inc., Secretary Howard S. Chapman, 28650 Settlers Lane, Pepper Pike, OH 44124.)

“Israel’s Pre-UPU Mail,” by Richard S. Herman, brings to our attention a little known fact that before joining the UPU, Israel had to sign separate postal conventions with each individual country. This pre-UPU period lasted from May 16, 1948 through December 24, 1949. Several interesting covers are illustrated. (*The Israel Philatelist*, Vol. 65, No. 3, Summer 2014. See address of contact under first entry for Israel.)

#### **Italy**

“Da Ulrico Geisser alla Subalpina: I ‘Perfin’ da Torino,” by Paolo Guglielminetti, traces the history of “Perfins” (perforated initials punched in postage stamps as a security measure, to dissuade employees from using company postage on private mail) in Italy, identifies many initials to the companies which produced them, and includes a brief history of the companies involved, 1882-1999. (*Il Foglio*, No. 176, June 2013. See address of contact under first entry for France.)

“Maritime Matters: Accossato Peirano Line,” by Alan Becker, records the postal markings of this weekly coastal steamship line which traveled between Naples and Ancona, or Messina and Ancona, with stops at minor ports along the way, carrying freight, passengers and the mails. There was a postal official aboard each vessel who handled the mails and postmarked letters handed in to him, 1862-1863. (*Fil-Italia*, No. 156, Spring 2013. Journal of the Italy & Colonies Study Circle, Secretary Richard Harlow,

7 Duncombe House, 8 Manor Road, Teddington, Middx., TW11 8BG, England, United Kingdom.)

“Il Trattato di Rapallo, Conseguenze sul servizio postale nella Venezia Giulia,” by Alberto Longinotti, discusses the 1920 Treaty of Rapallo between Italy, and the newly formed state of Yugoslavia, where each party recognized the new frontier between them and the postal consequences for the towns assigned to each country. (*Bollettino Prefilatelico e Storico Postale*, No. 175, June 2013. See address of contact under Brazil.)

“Italian Hospital Ship *Aquileja* and the Corpo Truppe Volontarie; the Spanish Civil War, 1936-1939,” by Peter High, tells the story of the hospital ship *Aquileja* and the part she played in the Spanish Civil War, together with the Italian Expeditionary Force. (*Fil-Italia*, No. 157, Summer 2013. See address of contact under second entry for Italy.)

“The Postal History of Defeat – Italy in North Africa 1940-1943,” by David Trapnell, briefly summarizes the British campaign in North Africa and illustrates a number of “Posta Militare” covers showing postal rates, identifies units in action, and shows areas where there were no postage stamps available, as military action continued. (*Postal History*, No. 346, June 2013. See address of contact under Austria.)

“Prigionieri Italiani nei Campi Russi,” by Renato Ghiotto, tells the story of those prisoners who were captured in the retreat from Stalingrad, the horrible conditions they endured while traveling to their final internment camps, and the bad conditions in the camps themselves. Many prisoners died during the journey to the camps and in the camps themselves. A number of the camps are identified, and some Red Cross correspondence is shown. The last Italian prisoners were repatriated in 1954. (*Il Foglio*, No. 176, June 2013. See address of contact under first entry for France.)

“Mail to Italy From Crete & Aegean After the 1943 Armistice [Part III],” by Valter Astolfi, looks at the history and postal history of the Cicladi Archipelago (Siros, Amorgos, Adros, Mikony, Naxos, Paros, Serphos, Santorino, Strongili, Themia, Tino, Zea, and Milo); and of the northern Sporadi Islands (Samos, Furni, and Nicaria); identifies the Italian military post markings associated with these units, and analyses the various covers illustrated for locations and postal routes to Italy. Also shown is a list of German feldpost numbers whose locations are unknown. (*Fil-Italia*, No. 156, Spring 2013. See address of contact under second entry for Italy.)

“Mail to Italy from Crete & Aegean After the 1943 Armistice, Civil Mail, [Part IV],” by Valter Astolfi, discusses postal arrangements on Crete, the Cicladi Archipelago and the Northern Sporadi Islands, and illustrates the usage of either Italian or Greek postage stamps on letters, bearing either Italian or Greek postal markings. (*Fil-Italia*, No. 157, Summer 2013. See address of contact under second entry for Italy.)

“The ‘Democratica’ Years, 1 October 1945 - 31 December 1952 [Part III],” by Luigi Sirotti, continues his study of the postal history of the period, the brief reign of Umberto II, postage stamps in use from 1 October, postal tariffs, validity of the various denominations in use, which stamps were used in which regions of the country, design differences in different printings and the appearance of the “Democratica” series. (*Fil-Italia*, No. 157, Summer 2013. See address of contact under second entry for Italy.)

“Venezia Giulia Civil Mail, 1945-1947, Zone B, Jugoslav Military Government,” by Luigi Sirotti, lists the post offices located in Zone B, with both Italian and Slovene names, provides a detailed map of the Istrian peninsula, illustrates the stamp issues and covers bearing Slovene stamps, and looks at the postal tariffs reflected on the covers. (*Fil-Italia*,

No. 156, Spring 2013. See address of contact under second entry for Italy.)

### **Jamaica**

“Further Notes on Jamaica World War II Censors,” by Hap Pattiz, discusses and illustrates a number of varieties and distinctive uses for censor tapes applied in Jamaica, 1939-1943. (*Journal of the British Caribbean Philatelic Study Group*, No. 252, July-September 2014. See address of contact under British West Indies – General.)

### **Japan**

“Letters of Officers of the French Military Mission Sent through the Japanese Post.” (See under France.)

“And the Real Maruichi Cancellation Is?” by Charles A.L. Swenson, makes some observations concerning a Japanese auction catalogue devoted to only Maruichi postmarks, which makes it an excellent reference source for identifying the exact kanji and different varieties that actually appears in postmarks of the time, thus the catalogue has become an authoritative source illustrating the actual kanji script then in use. The author has prepared a table listing reported varieties of horizontal Maruichi postmarks by province, 1890-1909. (*Japanese Philately*, No. 399, June 2013. See address of contact under fifth entry for France.)

“The South Manchurian Railroad and the Chinese Eastern Railway & Stamps,” by Tom Shea, reviews the history of these Japanese operated railway lines linking the Trans-Siberian Railway and the South Manchurian Railway to Vladivostok. A map of the rail routes is shown, as well as several examples of Japanese military mail, and a comprehensive section on taxes levied in the occupied zones, 1906-1939. (*Japanese Philately*, No. 400, August 2013. See address of contact under fifth entry for France.)

### **Jugoslavia**

“Venezia Giulia Civil Mail, 1945-1947, Zone B, Yugoslav Military Government.” (See under Italy)

### **Mexico**

“The McKellar 1891 Triply Redirected Cover: Uncovering a Unique Mexico-New Zealand-California Family Story,” by Farley P. Katz and Omar J. Rodriguez, tells the fascinating story behind an 1891 cover originating in New Zealand which after arriving in the United States, was forwarded four times in an effort to catch up with the addressee. (*The Collectors Club Philatelist*, Vol. 92, No. 5, September-October 2013. See address of contact under General - Color Perception.)

### **Modena**

“Episodi Postali tra il Ducato di Modena e le Isole Ionie,” by Fabrizio Salami, discusses a rare correspondence between Modena and Corfù, indicating the route these letters may have taken, successively via Otranto (1831-1832), Ancona (1834), or Trieste (1856), the postal rates they were subject to, and the vessels that carried them. (*Il Foglio*, No. 176, June 2013. See address of contact under first entry for France.)

“La vera storia del 1859 nel Ducato di Modena e riflessi di storia postale, [Parte prima],” by Giuseppe Buffagni, provides a practically day-by-day summary of historic and postal events occurring in this small state, with many transcriptions of postal documents and covers illustrating that history. (*Bollettino Prefilatelico e Storico Postale*, No. 175, June 2013. See address of contact under Brazil.)

### **Netherlands**

“Mail Sent Via Siberia,” by Hans Kremer, illustrates three covers which traveled via the Trans-Siberian railway, and provides an interesting map of the route across Russia, and the connections with Japan, as well as a schedule of connections between Japan and various destinations on the rail line. (*Netherlands Philately*, Vol. 37, No. 6, July 2013. See address of contact under second entry for Belgium.)

“Letters Mailed in 1941: Returned through COVAL in 1951,” by Hans Kremer, reports on several registered letters detained by British censors in Bermuda until well after the War was over, when an explanatory etiquette was attached to the cover and it was released to the addressee, by the Dutch COmmissie VOor Aanghouden Lading (Commission for Seized Freight). (*Netherlands Philately*, Vol. 37, No. 6, July 2013. See address of contact under second entry for Belgium.)

“Conviction in the Postal Fraud Case of PostNL,” by Alex Nuijten, from Court documents, reconstructs a postage stamp counterfeiting operation where higher face value stamps were produced and used mostly to pay postage on parcels. A low face value stamp was often added to the parcel so it would pass through the fluorescent coating detector. Fourteen websites were found to be selling the counterfeit stamps, 2013. (*Netherlands Philately*, Vol. 37, No. 5, June 2013. See address of contact under second entry for Belgium.)

### **New Brunswick**

“Late Use of the New Brunswick 12 1/2 Cents Issue,” by Spencer G. Sealy, reviews the usage of this 12 1/2 cent stamp on transatlantic mail and illustrates several covers bearing this stamp, as well as one that was applied, and tolerated, after these stamps were withdrawn and replaced by Dominion of Canada issues. (*PHSC Journal*, No. 157, Spring 2014. See address of contact under fifth entry for Canada.)

### **New Caledonia**

“The Era of the French Colonial Allegorical Group Type: Military Mail from New Caledonia and French Oceania,” by Edward Grabowski, displays few exceedingly rare covers originating from military personnel stationed on these remote islands and provides an analysis of each cover. (*The Collectors Club Philatelist*, Vol. 92, No. 4, July-August 2013. See address of contact under General - Color Perception.)

### **Newfoundland**

“The ‘SS Harlaw’ and the Newfoundland West Coast Mails,” by David Piercey, researches the history of this steam vessel which conveyed the mails, as well as freight and passengers, from the sparsely populated West Coast to the Maritime Provinces, 1888-1911. (*PHSC Journal*, No. 157, Spring 2014. See address of contact under fifth entry for Canada.)

“A 1930 Newfoundland Trans-Atlantic Flight,” by Duncan Murray, provides an engaging story of two letters carried on this pioneer flight originating at Harbour Grace, one to be kept by the addressee in England as a souvenir of the flight, and the other to be returned to Mr. D. S. Bell, the manager of Imperial Oil Company in Montreal. (*Calgary Philatelist*, No. 128, July 2014.) See address of contact under first entry for Canada.)

### **New Zealand**

“The McKellar 1891 Triply Redirected Cover: Uncovering a Unique Mexico-New Zealand-California Family Story.” (See under Mexico.)



### **Panama**

“WWI Censor Markings Used to Panama and The Canal Zone,” by David Zemer, researches which censor markings and paper tapes were applied in Panama and the Canal Zone, and transcribes the published regulations regarding censorship: “General Orders No. 30, Headquarters Panama Canal Dept.” dated at Ancon, August 16, 1918. (*Copacarta*, Vol. 30, No. 4, June 2013. See address of contact under first entry for Colombia.)

### **Poland**

“Labels of the Air and Gas Defense League (L.O.P.P.) in Polish Aerophilately,” by Jerzy W. Kupiec-Weglinski and Jacek Kosmala, while mostly dealing with these labels or Cinderellas, also includes quite a bit of information on early Polish flights to Tokyo, Vienna, Debrecen, Danzig, Paris, Teheran, Moscow, Guayaquil and St. Louis (Senegal), 1924-1938. A catalogue of L.O.P.P. postal markings follows. (*The Congress Book 2013*, The American Philatelic Congress, 2013. See address of contact under Austria.)

### **Portugal**

“The Portuguese Expeditionary Corps in World War I,” by Roger Callens, tells the story of the valiant Portuguese forces fighting on the Western Front, with the Allies, and illustrates one cover from that campaign. (*Military Postal History Society Bulletin*, Vol. 52, No. 2, Spring 2013. See address of contact under first entry for Belgium.)

### **Roman States**

“I bolli pontifici SEOF,” by Thomas Mathà, explains the purpose of these oval handstamps prominently featuring the initials “S.E.O.F.” or “Stati Esteri Oltre Frontiere”, meaning “[From a] Foreign State Beyond [the] Border,” which were applied for taxation purposes, and illustrates and lists three varieties: one for Bologna which is encountered frequently, one for Perugia of which only one is known applied in 1818, and one for Viterbo of which only two are known applied in 1828 and 1867. (*Bollettino Prefilatelico e Storico Postale*, No. 175, June 2013. See address of contact under Brazil.)

### **Sardinia**

“Frodi Postali e Francobolli mal Ritagliati,” by Paolo Vaccari, refers to imperforate postage stamps badly cut apart for purposes of committing fraud upon the post office, by cutting off portions that show prior postal use. Court documents concerning an 1860 letter from Arona to Bologna discovered to bear a previously used 20 cent. stamp are illustrated, in addition to twenty other covers that appear to show this type of fraud, 1851-1862. (*Il Foglio*, No. 176, June 2013. See address of contact under first entry for France.)

### **Spain**

“A Rare Catalanian Army Postmark,” by Paul Hirsch, discusses some early postal history of Catalonia, and illustrates several early postmarks of that province, including a rare Spanish army postmark of 1795. (*Postal History*, No. 346, June 2013. See address of contact under Austria.)

### **Spain, Offices in Morocco**

“The Spanish Post Office Service in Morocco in 1862-66,” by David Stotter, outlines the beginnings of the service after the Spanish-Moroccan War of 1859-1860, and quotes from some records found in Spanish archives. (*Postal History*, No. 346, June 2013. See address of contact under Austria.)

### **Turkey**

“The Kachak Stamps of Turkey,” by David Davis, illustrates the many different types of “Kachak Stamps” - so called “smuggler hand stamps” because they were applied

to letters or packages which were discovered by postal or customs authorities on the persons or in the baggage of travelers, where postage had not been previously paid. Many different types of these handstamps are found, which the author has endeavored to organize into tables of type and denomination. (*The Levant*. Vol. 7, No.3, September 2013. Journal of the Ottoman & Near East Philatelic Society, Secretary Rolfe Smith, 705 SE Sandia Drive, Port St. Lucie, FL 34983.)

### Tuscany

“Lettere dalla Francia per Pescia con la mediazione sarda,” by Alessandro Papante, reviews mail addressed to Pescia, Tuscany, from France, and looks at transit markings, including the double circle “Corrispondenza Estera da Genova (with fleur-de-lis in the center), and postal tariffs negotiated between the two countries. (*Il Monitore della Toscana*, No. 17, May 2013. Rivista della Associazione per lo Studio della Storia Postale Toscana, via Cavour 47, 50053 Empoli, Italy.)

“Due Pratesi Veri,” by Daniele Bicchi, discusses a “Registered” handstamp, which appears to be an anomaly and compares it with a second handstamp applied at Prato. Tuscan weights and postage rates in force in 1845 are outlined. (*Il Monitore della Toscana*, No. 17, May 2013. See address of contact under first entry for Tuscany.)

“Vatican Mail via the *S.S. Rex & Conte di Savoia*,” by James Hamilton, illustrates scenes from on board these two famous Italian steamers, and letters which were carried to the United States by them, 1931-1940. (*Vatican Notes*, No. 357, Third Quarter 2013. Vatican Philatelic Society, Secretary, Joseph G. Scholten, 1436 Johnston St. SE, Grand Rapids, MI 49507-2829.)

### Venetian Republic

“Da Rio de Janeiro a Venezia via Lisbona, 1775-1782.” (See under Brazil.)

“Italian AQ Lettersheets of the Republic of Venice,” by Art Bunce, provides an overall view of the earliest form of postal stationery: these AQ lettersheets, why they were invented, their purpose, the various elements which made up the lettersheet, its serial number, name of the contractor, paper, watermarks, and the 88 major types, 1608-1797. (*Fil-Italia*, No. 157, Summer 2013. See address of contact under second entry for Italy.)

## Postal History Society Officers & Board of Directors

Pres.: Joseph J. Geraci, P.O. Box 4129, Merrifield VA 22116, U.S.A.

Vice Pres.: Douglas N. Clark, P.O. Box 427, Marstons Mills MA 02648, U.S.A.

Sec.: George McGowan, P.O. Box 482, East Schodack NY 12063.

Treas.: Gary Loew, P.O. Box 465, Scotch Plains NJ 07076-0465

Publicity Chair: David M. Frye, phs-publicity@widesky.biz

Awards Chair: Alan Barasch, phs@mophil.org

<b>Class of 2015</b>	Yamil Kouri Stephen S. Washburne	yhkouri@massmed.org stevewashburne@gmail.com
<b>Class of 2016</b>	Douglas N. Clark Kalman V. Illyefalvi George McGowan	dnc@math.uga.edu kalphyl@juno.com geolotus2003@nycap.rr.com
<b>Class of 2017</b>	Joseph J. Geraci Gary Loew Michael Mead	j.j.geraci@att.net garywloew@gmail.com michael.e.mead@verizon.net

## Society Forum

This space is set aside for commentary, announcements, questions and other information by, for and about members of the Postal History Society. The editors welcome correspondence: Box 477, West Sand Lake NY 12196, <agatherin@yahoo.com>

### President's Message, Joseph J. Geraci

We are still looking for more board members. As mentioned in the June issue, with the passage of time, we seem to lose more board members for various reasons, than we acquire. I would like to reverse this process and ask you, our members, to step forward and make an application to become a board member. Years ago, we had 12 members on the board, each with three year terms. I would like to get back to that number once again. But, we need people who would be willing to spend some time and work for the Society.

For those who are interested in joining our Board, tell us about yourself. Send a one page résumé to j.j.geraci@att.net concerning your background, occupation and interests. I look forward to hearing from those individuals who wish to become part of a vibrant postal history society.

We need someone to assume the preparation of the popular feature, "United States Postal History in Other Journals." Doug Clark has prepared this feature for our journal for many years. He would like to retire from it and turn the task over to someone else. One of the perks of the job is that Doug gets to keep the publications sent to him for examination. Since the Society does not have a library, the reviewer gets to keep the publications. The only caveat is that the publications must be made available to any member who requests them, on a loan basis, and who is willing to pay postage both ways.

In my own case, I prepare the parallel feature, "Foreign Postal History in Other Journals," and each time in preparing my feature, find that I have learned something new. The compilation of articles is a bit of work, but it is fun and educational too. I do enjoy the preparation of my compendium.

Speaking of articles, our judging committee would like to announce that our Award for Best Article for 2014 goes to David Crotty, for his three articles concerning the "Development of Transatlantic Airmail Services, 1928-1945," as published in *PHJ* 152, 157 and 158.

Our next meeting will be at Boxborough, Mass., May 1 through 3, 2015. There will be a Board meeting and a General Membership meeting, with a speaker to be announced. Boxborough is a very popular show and always attracts interesting exhibits. Plan to join us there!!

---

*It is with sorrow that we just learned of the death of Phyllis Illyefalvi, beloved wife and helpmeet of our longtime Secretary-Treasurer and devoted Board member, Kalman. It is not an exaggeration to honor Kal for keeping the Postal History Society alive over some rocky periods.*

---

### Support our Journal advertisers!

**& consider running a small ad: single insertion 2.5 x 2" just \$20.**

**promote an author; honor a collector; support the hobby.**

**Full page advertisement, 3 insertions \$400. Half page, 3 insertions \$250.**

---

## John Scott - My Beginnings with Postal History

I was given my first stamp album at the age of 6 by my grandmother as an ideal way of keeping an only child occupied in a house which served also as Consulting Rooms for my father, an ophthalmologist. By my early teens I was engaged with the local stamp club in the days when winning the junior cup meant having your photo in the local newspaper, the Edinburgh Evening News. The next gift from my late uncle was one of those hard-bound Edwardian stamp albums with a printed space for every stamp but no prospect of ever filling those elusive gaps or of displaying my treasures. When I set off for university in 1967 I sold all the stamps to a dealer in exchange for two charters signed by James VI and Anne of Denmark and a collection of letters from an aide-de-camp to Marshal Beresford in the Peninsular War which described in some detail the battles from Lisbon to Bordeaux. While the dealer recognized the distinctive Falmouth packet letter marks he had never opened the letters to read their contents - those were the days! Being a Scot I then embarked upon collecting Scottish postal history but found that it had many of the drawbacks of philately. There were catalogues reminding you what you were missing, and what you could not afford, or sometimes even find at any price. However I was started upon the adventure of collecting letters for their content rather than for their stamps or postmarks. In due course I retired from a career in banking, fortunately in the days when it was a more highly regarded profession, and now combine dealing with collecting, trying rather unsuccessfully to limit the latter area to a few specific fields such as the Development of Decorative Writing Paper and the Industrial Revolution.

As you can imagine, I was certainly the youngest member when I set out on this trail and what worries me most is that, some sixty years later, I am still among the younger members in most societies to which I belong. This is not quite the secret to eternal youth that it might seem as inevitably the physical structure deteriorates before your eyes but where is the next generation and how do we access them? Certainly in the United Kingdom I am of the view that we are far too inward-looking as a group, spending most of our time displaying to one another with very little attempt to reach out to the wider community. There seems also to be a trend towards more specialized societies, perhaps reflecting the growing scarcity and accompanying cost of interesting material, and fewer members in the more general groups, such as the Postal History Society (UK at least!). Most of what I know in postal history I have learnt from seeing displays outside my immediate area of interest and it is amazing how many parallels there are in the most unlikely places.

In society in general there seems to be a growing interest in genealogy and in social history and yet most people are in blissful ignorance about postal history and even have a negative view of stamp collecting, whereas we all know how much it can teach us of currencies, design, thematics, politics and so much more. Some time ago therefore I took the view that we should try to widen our horizons and the PHS (UK) co-sponsored the Archives & Artefacts Study Network, jointly with the Historical Model Railway Society and the Business Archives Council. Their most recent workshop in Northern Ireland concentrated upon the shipping and transport industries and, while there has not been a sudden influx of new members, our logo and what we do engages with a whole new audience. Only recently Sir Tim Berners-Lee, the creator of the worldwideweb, received the Freedom of the City of London and, in his acceptance speech, compared the connectivity created by Rowland Hill's postal reforms of 1840 with the achievements



of the internet. Coincidentally the very next week I was due to give a lecture at Gresham College in the City about the contribution that the postal services made to the Industrial Revolution by ensuring that knowledge and information were transmitted around the world in a timely and affordable fashion. While the physical audience was modest, their lectures are streamed live around the globe and can be viewed at [www.gresham.ac.uk](http://www.gresham.ac.uk) On the same evening my wife, Claire, who is the new President of the PHS (UK), delivered another lecture to a new audience, this time at the Guildhall Library on the theme of submariners in the First World War and the cumulative effect for us was one of the most satisfying days in postal history of the year.

One of the questions that I was asked to research as an undergraduate was the role of the spy in the Industrial Revolution at a time when the Government was concerned about groups such as the Luddites who were smashing new-fangled machinery at a time of great social unrest in Europe. My paper was not the highlight of my academic career as there was so little published information of any real value but, after half a century of collecting postal history, I now have access to primary source material in the form of letters, ephemera and newspapers, as do many collectors in a huge variety of subject areas. When we do succeed in communicating our interest outside our immediate network almost invariably a degree of curiosity is stimulated with enthusiasts for porcelain and furniture realizing the potential for creating a documentary collection which illuminates their artifacts. So, rather than bemoaning the absence of the younger generation, it is beholden on us to get out into the wider world and shed light on our buried treasures.

As a postscript we look forward to welcoming members of our American equivalent to London in May 2015 to celebrate the achievements of Rowland Hill – there is lots going on and anyone contemplating a visit can contact me at [john.scott@cityoflondon.gov.uk](mailto:john.scott@cityoflondon.gov.uk) to find out more.

---

**We invite members to share their own Personal Perspectives on Postal History**  
**- send to the editors: [agatherin@yahoo.com](mailto:agatherin@yahoo.com)**

---

## **Membership Changes by George McGowan**

### **New Members**

Earl L. Chambers Jr., 2501 Love Point Rd., Stevensville MD 21666-2059

Jonathan W. Topper, Topper Stamps & Postal History, 11210 Steeplecrest Dr., Ste 120,  
Houston TX 77065-4939

Pat Campbell, The Stamp Explorer, 1232 Nicholson Rd., Jacksonville FL 32207-8832

Jay Stotts, PO Box 690042, Houston TX 77269-0042

Hans R. Schwarzenbach, Merkurstrasse 64, CH8032 Zurich, Switzerland

William Cutler, 58 Sunrise, Grafton MA 01519-1006

Sidney Fenemore, [sfenemore@co.uk](mailto:sfenemore@co.uk)

### **Deceased**

Gregory F. Sutherland

George Pinyuh

Robert W. Lyman



## Postal History Society Medals awarded in 2014

by Alan Barasch

Southeastern Stamp Show	Albert L. Briggs, Jr.	Domestic Rates & Uses of the Presidential Series
Sarasota National	Deane R. Briggs	Florida Confederate PH
ARIPEX	Robert B. Morgan	Hungary: The Hyperinflation 1945-1946
SANDICAL & TEXPEX	Eigil T. Trondsen	Cunard Line: The Ships and Transatlantic Mail 1849-1867
St. Louis stamp Expo	Mark A. Butterline	Falklands or Malvinas?
Garfield-Perry	John W. Barwis	Philadelphia-Great Britain Mails
Philadelphia National & COLOPEX	Larry Lyons	All Roads Lead to San Francisco: The Companies that Carried the Mail in the Early West
Plymouth Show	Kathryn Johnson	Senegal French Colonial Africa – Prepaing Food Issue 1914-40
WESTPEX	Edward J. Laveroni	Imperial Postmarks of the Trans-Siberian Railroad, Chelyabinsk to Manchzhiriya
NOJEX	Jaroslav J. Verner	Czechoslovak Legions in France, Italy, and Slovakia
Philatelic Show	Roland Cipolla, II	The Origin and Evolutionn of America's First Express Company – Harnden's Express
PIPEX	Tom Massa	Rates During the Chinese Silver Yuan Currency Era
NAPEX & SESCAL	Matthew W. Kewriga	Danish West Indies Foreign Mails: 1748-UPU
Minnesota Stamp Expo	Timothy Wait	Rockford Illinois Postal Markings 1837-1939
StampShow	Anthony F. Dewey	A PH of Hartford, Conn.
MILCOPEX	David C. Wessely	Registered Prexie PH
Omaha Stamp Show	G. Scott Ward	Use of US Parcel Post Stamps 1913-26
OKPEX	Irv Heimburger	Mail from Evansville, Indiana 1824-1932
CHICAGOPEX	Wieslaw Kostka	Kingdom of Poland – Study of Rates for Stampless Mail 1815-1871
Filatelic Fiesta	Paul Allen	Victorian Outgoing Mail to Great Britain, Europe, and USA, October 1854 to July 1876

## The Best Kind of Philatelic Discovery by Gary Wayne Loew

Last summer, I made a major philatelic discovery: my then ten-year-old granddaughter was a budding postal historian, seriously fascinated by how the post office works, how letters move, and all about markings on covers. Anna is an out doors-y kind of girl, participating competitively in both equestrianism and sunfish racing. Who would have thought in this day and age that such a young girl would care about postal history?

We took a day trip to Washington DC to visit the National Postal Museum, particularly the new Gross Gallery. The first thing I noticed was how well the Gallery fit into the historic former main post office building. Architecturally, it is a blend of respecting the building's history while introducing elements of both modernity and futuristic design. No one could be offended by how this grand space was utilized. Anna even commented on the contrast between old and new in the same place.

I've got to tell you: Bill Gross gave a wonderful gift to our nation. Not just to philatelists. And not just to kids. Viewed through the lens of stamps and postal history, the Gross Gallery is a veritable tour throughout nation's history and its development as an economic, military and political power. The Gallery is also an introduction to how stamps are conceived, designed, produced and distributed. And, there are wonderful things to be learned about the history of the great institution that is the Post Office itself. In my view, Bill Gross has created an educational and cultural legacy that dwarfs his numerous and laudable business accomplishments.

We also toured the original galleries of the NPM that suffer not at all from the addition of the dramatic Gross Gallery. While they may no longer be the public's initial attraction to the NPM, the "legacy" galleries remain precisely that: a rich legacy to introduce people (of all nations, I might note) to the wonderful history of our post office and our stamps.

The exhibit "Systems at Work" played right to Anna's visceral interest in the hobby. She was both engagingly educated by the processes that move mail from mailbox to destination and had fun using a variety of devices to cancel sample post cards. The exhibit spoke to both her intellect and her youthful *joie de vivre*. We visited nearly all of the wonderful NPM exhibits, but the one that held the greatest appeal for my equestrian-philatelist was "Pony Express: Romance versus Reality". This is an effectively narrated tour of the brief but exciting history of the Pony Express with lots of cool artifacts and ephemera from this intriguing period in the American West. Her interest was sparked to start collecting in this area. I hope I didn't dissuade her too much by my description of the prices fetched at a recent auction of Pony Express postal history. Yikes! But we went straight to the NPM store and proceeded to buy a Pony Express poster and assorted tchotchkes. The poster is hanging in her bedroom.

After spending five hours at the NPM, I still had to remind Anna that it was time to leave. We'd taken no lunch (or other) break the entire time, but she was still reluctant to leave! Now *there's* a true philatelist for you. Our visit was made all the more meaningful by the generosity of Dan Piazza's personal tour. He helped make it readily apparent what a national treasure we have in the National Postal Museum. Next will emerge the real challenge: how to encourage her pursuit of this hobby without smothering her with my own boundless enthusiasm.

**The editors of the Postal History Journal were awarded a gold medal  
for the three issues of 2013 at Chicagopex in November.**



**World Wide Postal History**  
**Post Bid Sales -**  
**Member APS**  
**Catalogues have a diverse**  
**selection of Covers/Cards.**  
**Interesting items**  
**every 2 Months**  
**Military, Maritime,**  
**Commercial items. etc.etc.**

Contact [sfenemore@co.uk](mailto:sfenemore@co.uk), [www.sidneyfenemore.com](http://www.sidneyfenemore.com)

**We invite other members to share this advertising space**

May 28-June 4, 2016  
 Javits Center



**Dealers in Interesting Philatelic Collections**

2,250 copies of Scott 434 and 473,  
 used from and to same address



*agatherin'*

Booth 1067

Diane DeBlois & Robert Dalton Harris  
 PO Box 477, West Sand Lake  
 NY 12196, [agatherin@yahoo.com](mailto:agatherin@yahoo.com)



NO BUYERS'  
PREMIUM

# AUCTION SALE

18 April 2015



## PHILATELY • POSTAL HISTORY

- Destinations from and to Italy
- Old Italian States
- Worldwide countries
- Colonies
- Occupations, Offices abroad
- Prehadesive, Risorgimento
- Italy Kingdom, Rsi, Republic
- Space, Rocket and Air mail
- Military and Maritime mail
- Trieste AMG-VG/FTT
- San Marino, Vatican



**VACCARI** s.r.l.

[www.philately-vaccari.com](http://www.philately-vaccari.com)



via M. Buonarroti, 46  
41058 VIGNOLA (MO) - Italy  
tel. +39 059771251 fax +39 059760157  
e-mail [info@vaccari.it](mailto:info@vaccari.it)

